W. A. Kingsland, manager of the western lines of the Canadian National Railways, was the guest of honor at a luncheon given for him by the Edmonton Board of Trade in the Macdonald hotel Saturday.

Mr. Kingsland in proposing a toast to the Edmonton Board of Trade said: "Boards of Trade can be a real help to a Railway company and the community. Being composed of business men of all activities they can to a great extent, feel the pulse of the community and at the same time analyze the situations in a business like manner."

"The question of the co-operation of Boards of Trade and this railway company is paramount and reflects and depends directly on the community according to the extent of the co-operation and tolerance indulged in."

In referring to the Edmonton Board of Trade Mr. Kingsland said: "So far as the Edmonton Board of Trade is concerned we have every reason to be satisfied since our relations in the past have been extremely cordial and I see no reason why this should not continue in the future."

Grace Archbishop O'Leary responded. Mr. W. A. Kingsland proposed the toast to the Edmonton Board of Trade and Mr. F. W. Doherty responded. Mr. John Blue proposed the toast to the Old-Timers and Mr. John McDougall replied.

"The erection of such a building, in itself, is not important, but as an indication of the growth of railway transportation in this district, making improved and enlarged facilities of the kind necessary, it is of great significance," declared S. J. Hungerford, K.C., vice-president of the Canadian National railways, who presided at the banquet.

Record of Progress

"The railways' records display an impressive story about the enormous growth of railway transportation in this district, during the comparatively short space of 22 years since the Canadian Northern entered the city, and no doubt many of you here tonight can fully appreciate from personal observations the extent of this growth. Probably no part of the world is dependent in greater degree upon railway transportation than the Prairie Provinces of Canada, and nowhere is this fact more generally recognized by the people and nowhere do the people take a more sympathetic and friendly interest in the railways that serve them. It is safe to say that no community in this land can develop and prosper to the same extent without railway service, and, as you know, there is a constant urge toward the construction of new lines. Beyond question, the railway mileage in Western Canada will have to be greatly added to in the future to meet the reasonable needs and requirements of an increasing population, but having regard to past history, care must be exercised in this direction, if the construction of lines unnecessarily in advance of real requirements and resulting in heavy, unjustifiable fixed charges and deficits are to be avoided. The dark period in this respect was reached during the early years of the war, when a great mileage of railways was completed without a corresponding increase in population to provide traffic for such lines. This condition produced what was popularly referred to at the time as the railway problem. Fortunately the railway situation all over the Dominion has, within the past few years, become much less of a problem and it is not too much to hope that if the present tide of immigration continues and business activity remains at the present high level there will, in a few years, be no railway problem at all, as the gross revenues of the railways are steadily expanding and at a faster rate than the increase in population. It is an interesting fact that the average use of railways transportation per capita has been constantly increasing. In railway parlance, the ton mile is the unit of measurement for freight traffic and it is interesting to note that in the year 1907, the revenue ton miles per head of population in Canada were 1,836, and that this figure had grown in 1926 to 3,638 revenue ton miles per head of population, so that the average citizen is now shipping twice as much freight as he did twenty years ago. This, to me, indicates two important facts:—

"First, that the average production per head of population in respect to goods to be transported, is steadily growing, due, no doubt, to the larger employment of machinery and mechanical power, better facilities, improved organization and superior methods. The other is that as a result of this increasing production, the revenues of the railways will increase somewhat faster than the population of the country.

Pelican, clear, calm 35a
LDac La Biche, clear, calm 40a
Plamondon, clear, calm 46a
Athabasca, clear, calm 36a

natural resources, together with a delightful climiate, constitutes one of the great hopes for the future of the Dominion. As a matter of interest I might say that transportation statistics show that Alberta produced in 1927, more railway tonnage per capita than any other province. Alberta's average was 15.7 tons, against Ontario, which ranks second with 15.2, and an average for the Dominion of 11.3 tons per capita. To put it another way, Alberta, which at June 1st, 1927, according to the department of interior estimate, had a population of 617,000, or 6.48 per cent. of the total of the Dominion, produced in 1927, 9.04 per cent. of the country's total railway tonnage.

Two-Fold Object

"This function was arranged with a two-fold object: First, to celebrate the opening of our new station and more particularly to celebrate the growth of railway traffic in this district that made its erection necessary, and, second, to afford an opportunity for Canadian National Railways officers to express to you our deep appreciation of that generally sympathetic and co-operative interest which you have displayed toward the Canadian National Railways and to which is due, in considerable measure, any success that these railways have attained.

"I am sure you all share with me the regret I feel at the inability of Sir Henry Thornton to be here with us tonight. We, of the Canadian National Railways' family, have come to believe that any event of this character connected with the railway, is incomplete without the presence of our president and chairman, and the inspiration of his always amusing, interesting and instructive address. Sir Henry looks forward with pleasant anticipation to each trip to Western Canada and in this particular instance he had a special interest in being here and I know that he was keenly disappointed when he found he could not come.

History of Railway

"From a certain point of view, the opening of the new station, today, constitutes the sixth important event in the transportation history of the city. The first was the construction of the Calgary and Edmonton Railway into what was then known as Strathcona, now part of the city. The second was the construction by Mackenzie, Mann and Company, of that little line of railway from Strathcona across the Saskatchewan river into the city proper, under the high sounding name of the Edmonton, Yukon and Pacific railway, and although this railway was of small proportions, it served a very useful purpose for a number of years. The third and one of the most important events was the entrance of the Canadian Northern Railway from the east, passenger service from Winnipeg being inaugurated on December 17, 1905, when, I am informed, there was something of a celebration such as this.

"No doubt many of those present, including a number of the railways' officers, were here at the time and can relate more about the occurrence than I am able to do. Then followed the entrance of the Grand Trunk Pacific, the construction of the very fine high level bridge across the river, and the erection of the C. P. R. station Lastly, we have the opening today of our new station to provide for greatly increased traffic.

Additions Planned

"Some of you have had an oppor-

President of C.P.R. for An Hour

Lillian Gibbons in Winnipeg Tribune

Private cars used by officials of the Canadian Pacific Railway company are all named after former C.P.R. presidents.

Accordingly, when a friend of Horace C. Grout, general manager of C.P.R. western lines, saw the name, Lacombe, on Mr. Grout's car he assumed he had spotted an anomaly.

"I thought your cars were named after former presidents," the friend remarked.

"Why, so they are," Mr. Grout replied.

"Well, there wasn't any C.P.R. president named Lacombe."

"Oh, yes, there was,—Father Lacombe. He was president for one hour."

That was the incident which introduced the story of how Father Lacombe came to be president of the C.P.R. and how his brief tenure of office was memorialized by having a private car named after him.

The story goes back to construction days, when Father Lacombe was chaplain to C.P.R. construction gangs. When the steel reached the Blackfoot Reserve, 60 miles east of Calgary, the Indians tried to stop the railway from crossing their land. Crowfoot, the chief, and his braves threatened trouble. Father Lacombe was sent for.

To the Blackfoot this "black-robed voyageur" was well known. He had worked with them in smallpox epidemics; he was a peacemaker among quarreling tribes; the Indians trusted him.

He told Crowfoot if the government was taking these lands from them, it would give them other lands. He told them this on his word of honor. They accepted his word, and let the steel go through.

His fame as a peacemaker spread across Canada.

In 1883 when the main line of the C.P.R. had reached Calgary, George Stephen, first president of the road, had a trip out with a distinguished party. Father Lacombe was invited to lunch aboard the president's car. During the chat Mr. Stephen remarked it was good to get away from the hurry and scurry of work, out here to the foothills.

"In fact, gentlemen, I am going resign as president—for one hour, and be plain, every day George Stephen."

William Van Horne smiled. "Well, we can't let the road be without a president even for an hour. I suggest Father Lacombe take over in recognition of his services to us at Blackfoot Crossing."

The priest accepted the offer in the spirit in which it was made. They held a board meeting then and there. George Stephen tendered his resignation, and Father Lacombe was elected in his stead. At the hour's end another meeting was called, and Mr. Stephen again shouldered the burdens of the presidency.

Small Town Stores

Main Street, Winnipeg, forty-five years ago.

BY OVERLAND EXPRESS

By MARY MARKWELL

Being the record of one who followed in the footsteps of Peokus and thereby discovered the great plain that has become the great West.

THE past half-century has brought many changes in transportation methods in the western prairie-land. It is a far cry from the day of Peokus, typical Indian tracker of the Hudson's Bay Company, to the tour of the flying - machine, but Peokus the Tracker holds first place in prairie transportation annals, for he it was who had to tighten his belt against hunger while harnessed to a York boat beating its way against adverse conditions of time and tide.

Peokus, runner of the York Boat and leader of the Red River Cart gang; scorner of the railway locomotive, now bellowing its triumphant way over the same prairie trails where the first overland transport "The-Portage - La - Loche - Brigade," made its toilsome way from the banks of the Red River, at old Fort Garry, right up to the Arctic Circle.

The Portage-La-Loche controlled the entire water transport of the early days, bringing remote districts into communication with each other by runners, fleet-footed native sons, whose speed and endurance equalled that of the hardy dogs.

The pack train numbered fifty or more carts, the tough, small-sized cayuse which drew them making five "spells" a day—a "spell," in the vernacular of that day, meaning the distance between halting places—about twenty miles. Each cart carried some eight hundred pounds weight and it took from three to five drivers to handle a train.

That was the old-time trail. To-day we find no romance on the trail: billed by the land speculator, cut off by prosaic barbed-wire fences, shut in by law-hedged lanes and overgrown by towns and cities, those rosy bypaths of our first recollections have become brazen signs of what we call civilization. The trails, those pretty, earth-brown threads, those flower-starred tendrils thrown hither and thither by chance, they masquerade to-day as streets and avenues, for the West is transfigured by the twin demons of Trade and Commerce.

It was early in May, 1881, when we left Winnipeg, then an infant, to take passage on the great transcontinental railway, the C.P.R. which at that time was cutting a first tooth on a sixty mile run to Portage-la-Prairie, the end of the line. There we took passage on one of the old stern-wheeler boats, the *Minnescta*, which went bellowing up the Assiniboine River, asthmatically shouting its arrival at landing places on muddy banks, picking up the odd passenger, pack on back, whenever hailed, and finally dropping our party at Bird-Tail-Creek, now the flourishing town of Birtle, Manitoba.

It was at Bird-Tail-Creek that we had our first glimpse of the Red Indian of the great plains. This specimen's dress consisted of a breech-clout and a blanket; for ornamentation he bore across his tawny bosom a string of elks' teeth. His head was crowned by a single eagle's feather. He looked like some splendid, bronze statue, not the homeless wanderer his people since have become. He stood there on the river bank, a fine figure of a historic past, and I think we must have appeared to him as ugly phantoms of a changed future. Beside him stood the Indian Commissioner, Lawrence Herchmer, whose home gave us hospitality that night. It was the last sign of social life we were to see for many, many long weeks.

On to Fort Qu'Appelle

WE CLIMBED the high hill at Bird Tail at dawn to embark on the overland trip of more than six hundred miles. Our caravan consisted of a buckboard, in which the ladies were seated. a democrat wagon, bearing tents, bedding, supplies of food and ammunition, with sundry trunks, hatboxes, guns, axes and a surveying oufit; for town-sites were to be pegged out in the Touchwood Hills farther on. This outfit included a large-sized keg, said to contain vinegar, which fluid evaporated with mysterious quickness, staves, hoops and bung disappearing without inquiry. A noticeable quiet followed its disappearance.

We reached Fort Ellice to find there The Macbeth. The Macbeth was Chief Factor of the Hudson's Bay Company post at that point, and the district over which he ruled seemed as large as that of any European principality. Here, in turn, had ruled before him the Hardisty, Macdougall, Macdonald and the MacGillivray, foremost names in the native aristocracy of the West; ruled, as their ancestors did on the braes of Appin or the Straths of Bredalbane.

Then we pushed on to Fort Qu'Appelle, where the officer-in-charge made us welcome in the Highland way. There we made the acquaintance of "Big-Bear" McLean, and his two pretty little sparkling-eyed daughters. The McLean family later found a place in history, being made prisoners by "Big Bear," the Indian Chief, who led the Indian rebels in the uprising of 1885.

We now were following the old buffalo trails, whose deeply grooved ridges, grass-grown, distributed themselves in many varying directions. How bewildering were they to all but our guide—a native Metis, by name Modeste—who could neither read nor write.

Modeste spoke in monosyllables, he might have been an inhabitant of the world of silence. But he was an adept guide, an expert cook and a weather-prophet as well. To see him wet a forefinger, hold it up on high, then announce a coming change in the wind's direction, seemed

Continued on page 50

Western transportation in the 'eighties. Left: The Red River Cart. Right: An old Red River steamer

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By Overland Express

Continued from page 7

uncanny. That he could talk was proved when we came to a mound of small stones where a wooden cross had been set up, for this landmark of the past held a tragic story. Modeste told us the tale quite simply: an Indian maid; a white lover; jealousy, revenge. In that low mound lay the bones of the lovers, who, "after life's fitful fever," slept well.

Then the wet weather set in.

We women were overjoyed to learn we were going to strike tent for a day. A brief delay this, giving us a chance to rest for certainly there was a sense of monotony in that overland march day after day. We wanted to write letters and we needed to mend rents in veils and hosiery. Alas! we had not considered how the confines of a small tent, after the illimitible spaces we had known, would act on overtired nerves.

We were in too close quarters, obliged to stoop heads every time we moved, obliged to listen to our own voices, fighting the loneliness which began to rise within our hearts, fighting the mosquitoes which rose out of the rain-stirred grasses. Is it surprising that some of the less angelic qualities of femininity showed up, and that after six-and-thirty hours consecutive drizzle we women quarrelled? Yea, we dissolved in rainy tears!

Picture the loneliness of the pallid surroundings. The flapping of the wet canvas-ends; the ceaseless drip, drip of the rain; the champing of horses' teeth munching the grass; the silence; and the reader will understand why it was that we women had reached a point where we even could not agree on the day of the week.

Freighters, Conscientious Objectors

ON THE trail once more, we met the freighters daily. The freighter did not, as we had supposed, live a narrowed life at all. In his journeying he got glimpses of a wider life beyond. He knew that his own horizon was a limited one—but felt that a great danger was coming. The long-barred gates of the west had opened to the new-comer, on whom he looked askance and with suspicion.

In his proper surroundings the freighter was a picturesque figure. Part him from his cart and you undid the man. He and his cart of the Red River variety held prejudices you could not pry apart. His prejudices were unwritten. They had been handed down from grandsire to grandson and they concerned Civilization, Immigration, Land-settlement and Railways—mostly Railways, for the Railways cut into his business sorely.

That was why the freighter would make a detour on bad ground rather than meet the incoming settler on the trail. Even the carts shrieked objections to our passing by, for the wooden wheels, held together by wooden pegs, made sounds like the howling of lost souls.

There was now no change whatever in the landscape; all seemed a wanton waste of green around us. The rim of the world was just beyond but it kept receding as we advanced. Even the wild birds in their flight tantalized the sight, just as the sly and slinking coyote terrified the mind. A little break came just as we reached Touchwood, when, the guide having gone with the survey party, we women decided to make ourselves some tea. We did so, lighting a campfire beside an innocent looking coulee, and were afterwards horribly ill, not knowing we had selected a water-hole of excessively saline properties.

The Lonely Plain

THEN we came to the Great Salt Plains, where not a blade of grass grew and the land seemed cursed by God with a loneliness surpassing all loneliness before endured. We were obliged to carry both wood and water now. The sun beat down mercilessly—the dawn came like a staring eye that had never slept—and night fell like a blanket, blotting out the grey world about us. Tormenting horse-flies and more tormenting mosquitoes followed us, and the smudges built to keep off the ravages of the pests only added to our trials. The hobbled horses would scent the smoke and come plunging over the grass, dash themselves into the smoke-shield, and scatter the red embers into our suffering circle, seeking surcease from bites, under the smoke veil.

Pretty soon we entered a semi-wooded country known on the map as Humboldt, where the only telegraph-office in all the northland stood: a solitary house in that solitude which seemed to rim out of the world beyond. Old timers will remember that house; the roof that proved a haven to all passers-by, who were warmly welcomed by its owner, George Weldon. His pretty wife afterwards played hostess to Lord Lorne, on the occasion of his overland visit to Assinniboia-Saskatchewan. He was Governor-General at the time.

Mrs. Weldon received us with a dignity and grace somewhat at variance with the primitive rusticity of her surroundings. I still seem to see the laughter in her Irish eyes as she listened to a recital of our troubles. "Your troubles are only beginning," she comforted us.

The fun did begin when we left Humboldt.

We sighted settlers' shacks now. Thin spirals of chimney smoke were viewed in the distance, but never a white woman did we see until we met a party, eastbound, at high noon one June day. A lord-bishop on horseback came into view, followed by a distinguished bodyguard consisting of Colonel Sam Bedson, Mr. and Mrs. Acton Burrows, of Winnipeg, and Colonel Alan McDonald, of Qu'Appelle. At an al fresco luncheon, of which we all partook, the efforts of His Lordship to pronounce a blessing in the face of combined attacks from an army of grasshoppers and a talkative individual who gave tongue the moment the bishop closed his eyes, moved us to inward hysteria.

That was a wonderful half-hour spent beside a prairie coulee, gophers popping up heads from holes, surveying us wonderfully, and, doubtless, thinking it a council of great braves! When we parted from our chance met friends we grew silent, thoughtful, regretful; we felt ourselves exiled and homeless.

Crossing the Saskatchewan River

AT BATOCHE we crossed the grand old Saskatchewan River whose surging tide suggested the river Styx. There seemed such a finality about our preparations to embark. The local Charon was no less a historic character than famous old Gabriel Dumont, lieutenant of Riel, the rebel general of two armed uprisings against his country and the Crown.

The ferry-boat was a cumbersome barge the early Romans might have disdained, so crude its construction, but it carried out the promise to "Take-Man-and-Beast" safely across at "so-much-per head." It didn't seem to matter whether the "head" belonged to a sheep or a lord-bishop. It was almost midnight before we landed on the farther shore.

Beyond Batoche we found signs of human habitation, although many abandoned homesteads lay in that northbound trek. Some of the log shacks were deserted by the owners—not a few were begun but never completed. Passing one such, we saw a rust-covered plow plunged point-down in the grass grown furrow; probably it had been left there by some utterly discouraged hand. One roughly built house, with a crazy cobblestone chimney, held an iron pot which, suspended from a rifle, did duty as a crane. Another house, doorless and windowless, contained a wooden cradle, and we felt that a story might be woven about that empty crib over which the crooning cradle-song still seemed to linger. Then there was the splendid shack of the remittance man who had this legend written upon his hospitable door:

"Come in and welcome, Stranger,
But for God's sake wash the dishes!"

We went in. "Gentleman Farmer" was written all over the interior, in which were books of a classical kind, drawings upon the walls, and trim curtains of lace on the windows. A loving-cup was set among the guns above the mantel-piece, and there was a "Portrait of a Lady" in a costly gold frame. But the thing that placed the absent owner most of all was the sight of a silk topper, accommodating a wrench, a chisel and a screw-driver; commodities that stuck up stoutly above its Bond Street brim.

Then we came to Cameron's Place. Cameron's Place was run as a stopping-

Continued on page 52

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Continued from page 50

place by the mother of the "Three Graces," daughters of great beauty in face and form. Mrs. Cameron's lively greeting; "Land alive! It's good to see the homeliest face of a woman!" haunts me still, nearly a half-century later.

After that we came to the end of the trail, where we met the Poet. I knew I was face to face with a man of genius even before I heard the name spoken. The poet was the post-master of the settlement. You could hear the music of the great Tecumseh's tones in the voice of Charles Mair.

The End o' the Trail

AND so we had reached the end of our journey of over six hundred miles. We had left behind a world of fact and entered into a land of silence. But it was a goodly land.

On it we were to know loneliness of heart and ceaseless work. Henceforth few of the modern conveniences were to be ours; hospitals, doctors and schools were few in number and set down at widely distributed points of the compass.

We learned the great lesson of making the minimum penny cover the maximum need. We learned how to ring three hundred and sixty five changes on the eternal staples of bacon, bannock and dried apples. Dried apples! I used to think that had the fruit offered to Mother Eve in the Garden of Eden been of the dried variety, we should all have preserved our pristine innocence.

The trail we had taken was the same one over which the Gentlemen Adventurers of two hundred years before had traveled. On it the Indian chief and the white Sachem signed the first historic treaty. Together the Redman and his white brother had smoked the pipe of peace and the ashes thereof had made sacred the ground.

The Drama According to Marks

Continued from page 18

the discipline committee performing its duties. But the method was effective and it never failed to solve the problem.

Calgary was one city where Tom Marks' difficulties of this sort were nil. Beresford, the English aristocrat, rancher and man of considerable mystery, was a great friend. He always came to Tom's performances accompanied by the entire ranch force with the foreman in charge. The foreman was a deep admirer of the actor and also a demon for preserving order.

"When he was in the house," Tom says, "there never was a peep from any unruly visitor. It was the general idea that Beresford's foreman would likely as not split a man in two pieces if he caused trouble.

"Beresford himself was an unusual type even for the west. For an Englishman, he was the nearest thing to an American westerner I ever ran across. He had a drooping British moustache, but he talked with a half-Yankee drawl. He always chewed tobacco. I think he must have chewed in his sleep."

It is customary to take it for granted that the earlier days in the west were the most woolly seen in any part of the Dominion and this might lead one to believe that, in that territory and during that period, the travelling show would find the going toughest. But this impression is entirely incorrect, at least insofar as Tom Marks is concerned.

"The people in the west always were reasonable folks," he says. "I guess they are that way still. I never thought the west should be rated as hard territory to play. A show was always given a chance to make good. If it did, it had only scattered bits of trouble. If performances were poor or if a manager tried to put something over on the public, he nearly always got what was coming to him—but that is a different matter altogether."

Tom Marks' opinion, after testing out most of this continent and spending half a century at it, is that Ontario takes the prize. Years ago, before any travelling troupes seriously considered long mid-west engagements and before the prairies had sufficient population to attract the trouper, there used to be parts of old Ontario where it was considered impossible for companies to appear. These were the hardest towns in America to play, Tom Marks declares, Pennsylvania mining towns, Mississippi settlements and raw Montana municipalities not excepted.

Shantymen, just in from the woods, with money in their pockets, a certain amount of alcohol in their stomachs and an ambition to demonstrate to the townspeople how wild they really were, these were the ugliest patrons a manager had to contend with. A few other Ontario towns, in addition, had local groups of bullies who specialized in upsetting performances at the opera house.

Into this territory came the Marks brothers, taking everything as it came, the good with the bad. When they struck a "bad" theatre, they literally fought their way through and it was their activity at this time which brought them the nicknames of "the strong man and the wildcat,"

They changed the whole complexion of the show business in Ontario at that time. The rowdy element in these towns was, of course, only a very small percentage of the total population, but its consistent trouble-making had been keeping the respectable citizens away from the theatre. They did not wish to pay for an evening's entertainment only to become involved in a near-riot. But Tom and R.W. squelched the disturbers without mercy. Their reputations were well known to showmen all over the continent and once the Marks company had been in and cleaned up a town, other theatrical troupes which had formerly kept out, would follow them in.

To the brothers goes the credit of changing scattered municipalities of this country from the bad lands of the show business into paying and pleasant territory.

In fact when the word went round that they were coming through, leading citizens in towns where there had been trouble would offer them special inducements to come in and play an engagement.

Joe Murphy, the famous Irish actor who eventually retired from the stage a millionaire, was, years ago, run out of Dundas, Ontario, then practically a foundry town. Murphy himself was heart-broken and the people of Dundas much upset about it. They offered Tom and R.W. the free use of their town hall for an indefinite period if they would only bring their company to Dundas for a short run. The brothers agreed and arrived in due time, with everything cleared for action. On the opening night, there was not a single woman in the house. There was a dramatic intensity about the atmosphere of the auditorium which did not come from the play on the stage. One or two spectators were tossed out before proceedings commenced and a couple more refused admittance. The attitude of the showmen was almost bellicose, so belligerent indeed, that no outbreak occurred, though there was every evidence that it was coming when the house began to fill.

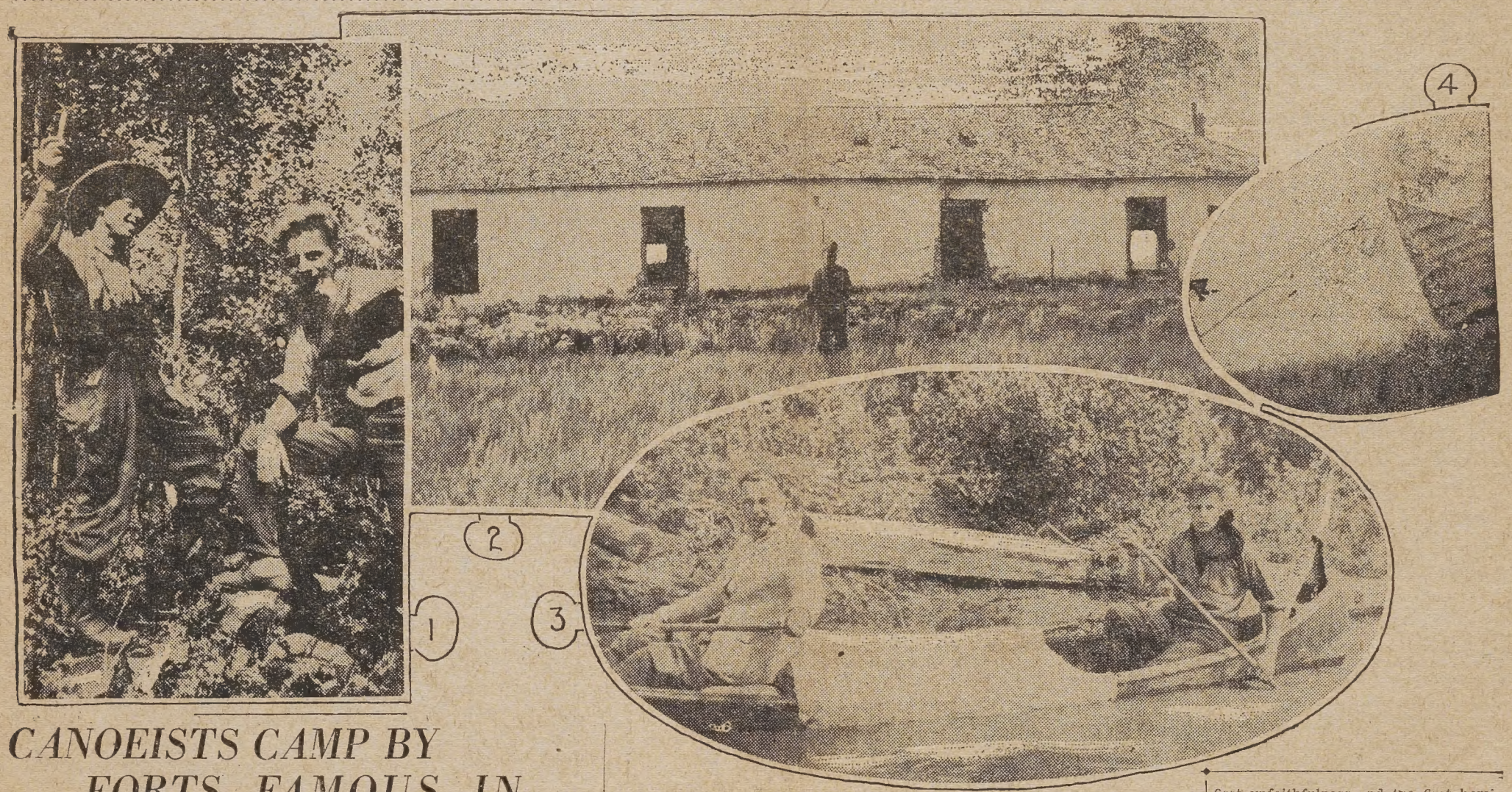
Dundas was most appreciative. The rest of the stay was peaceful in the extreme and, financially, one of the most successful in the long history of the Marks brothers' undertakings.

Battles and rumors of battles, like this one, were not, of course, confined to Canada. When Tom and R.W. were touring Wisconsin, a drunk in the front row, one night, insisted on contributing his opinions of the actors to the evening's fare. R.W. climbed over the footlights and heaved him out into the night. At the end of the performance, the ejected one returned, accompanied by the sheriff. He introduced himself as the mayor's brother and had the actor arrested on an assault charge.

But when the case came before the magistrate, it had developed, unknown to the Marks brothers, into a bitter feud, with the whole town taking sides. Many people, including the judge, felt that the mayor's brother had been attempting to run the town and were overjoyed that, by laying a charge against a visiting Thespian, he had so conveniently given them a chance to attack him publicly. Therefore, they had quietly collected about forty witnesses for the defense,

Continued on page 55

CANADIAN FRIENDSHIP CANOEISTS ON HISTORIC GROUND



This instalment of the Canadian Friendship canoeists' story brings John Nolan and Robert Copeman to historic ground. They are exploring the remains of old fortifications which played an important part in the Riel rebellion and other stirring events in the earlier days of the west. Picture No. 1 shows Bobby Copeman and the Texan cowpuncher who befriended and guided the boys. This picture was taken on the remains of old Fort Vermilion, abandoned in 1810. Picture No. 2—The ridge on which the little son of Mayor Atkinson, of Battleford, is standing marks the base of the old stockade, which once encircled the Battleford barracks. The ruined building shown was once the old saddlery and carpenter shop, which stood just outside the stockade. Picture No. 3—Here are the canoeists just before arriving in Battleford, Nolan left and Copeman right. This picture was snapped by the boys themselves through the use of an automatic attachment on their camera. Picture No. 4—Here is the old powder magazine of Fort Battleford, used in the rebellion of 1885. It was in this magazine that the boys found many old shells and cartridge cases.

CANOEISTS CAMP BY FORTS FAMOUS IN FORMER FIGHTING

Copeman and Nolan, Mexico Bound, Find Ruins of Redoubts Where Rifles of Redmen and Redcoats Rattled in the Riel Rebellion

(Continued from Preceding Page)

bastions and assisted in keeping off attacks against the garrison.

Some few yards from the stones we traced in the grass the position of a trench, and just beyond discovered where the palisades had encircled the fort. After further investigation and the cutting away of several small bushes we found the foundation of a cellar, and, close by, two fairly large pits.

Indian Graves

Our guide informed us that many Indians had been buried nearby. No distinction was shown in these burials and the graves included both those who had been friendly to the pale faces and those who were killed in battle.

This information was sufficient to excite Bobby Copeman, my companion, and he immediately went to work with his bare hands turning over the piles of stones in his effort to unearth something tangible of the long ago. Finally, after much delving, with a cry of triumph, he proudly exhibited a small bone. The cow-puncher and I greeted his exuberance with much ribald laughter, for it was fairly easy to see that the bone had once formed part of the anatomy of some small wild creature of the bush. Somewhat crestfallen, Bobby returned the bone to its original resting place. There is, however, no doubt in my mind that if a thorough exploration was undertaken, many interesting finds would be recorded, for the Indians were buried with their weapons and their most prized belongings.

Bidding farewell to the little settlement we paddled a few hundred yards to where the Vermilion river empties its amber colored waters into the foaming Saskatchewan. Here we encountered our first and only sturgeon. I happened to be looking over the side of the canoe, when, to my surprise, I discerned a mighty shape which gradually became plainer as the ripples subsided.

See Sturgeon

Some six to seven feet in length, this most massive of fresh water fish lay close to our canoe. If we had possessed a harpoon a most exciting battle would have ensued, but it was not long before the sturgeon awakened to the fact that some peculiar object, not of the finny tribe, was floating above him. His hurried departure left a wake of froth and bubbles.

For a few minutes we paddled around the spot hoping for his reappearance but as he did not again honor us with his presence we resumed our journey. We had paddled but a few yards when, scrunch——our canoe ran on a substance soft and yielding, lying just beneath the surface. At first we thought it a mud bank, then, prodding with our paddles seemed to indicate that the carcass of a horse or cow was the obstruction. On closer examination, imagine our surprise and astonishment to find that we had run on the erected hood of an automobile. We then remembered that our cow-puncher friend had told us that an old Ford car had fallen off the ferry a few days previously and that the owner had not had time to salvage it. Truly, we thought, the ramifications of Henry go to subaquean depths. The question is: what was the sturgeon doing in Henry's company?

Continuing our journey we crossed the fourth meridian and entered long uninteresting stretches of river that continued for miles. That day we made some 40 miles—not bad considering the heat—and we camped just above Yankee Bend, known to students of history as Frenchman's Butte, the scene of one of the most sanguinary and decisive battles of the Riel rebellion.

The following morning we hied ourselves to the new store of the very new township that is fast springing up on the left bank of the river, and, after laying in a supply of tobacco, proceeded to climb the Butte, which lay some two miles behind the settlement.

Old Battlefield

We had been advised by the store keeper to keep a sharp lookout for relics of the battle and, sure enough, we found some rotting spokes and iron tires that had once belonged to the supply wagons of the attacking whites. Trenches were easily recognizable, and, as we surveyed the panorma of the battle field, we paused for a moment to think of the Indians who, fleeing from the massacre at Frog Lake, laid a deadly ambush for the pursuing police and soldiers. History records that while white saddles were emptied in the ensuing fight the Indians, utterly defeated, scattered to the four winds.

As we proceeded on our journey we noticed that bird life was much in evidence, and that the hawks appeared to easily outnumber other species. It was interesting and amusing in the extreme to see the gallant little King birds attacking their mighty foe, beating off his sly attackks upon their nests, picking at his eyes, and even alighting on his back to more easily stab at his ugly head.

We used many shells upon these birds of prey, but with little result, for they are the most wary of feathered flocks inhabitating the Saskatchewan. Kingfishers flashed by, brilliantly attired in electric blue, while the Canadian great horned owl, nearly the size of an eagle, blinked his yellow eyes as we sped past his hunting grounds. So far we had seen no signs of bears or deer, but later in our journey their numbers were large. Mile after mile we put behind us without eventful incident, the river as we neared Battleford widening to some 1,300 feet and even more in places. On July 8 and 9, we quickened our pace and on these days, between the hours of 6 p.m. and 9 p.m., paddling in the evenings, we added some 25 miles to our days' totals.

My arms were still in very bad shape, the bandages kept slipping away and the powerful rays of the sun tore off the new skin as rapidly as it formed. So it became a matter of urgency to reach Battleford for treatment, for by this time the flesh on my arms had bloated into blisters that in appearance resembled gelitinous frog's spawn.

Early in the morning of July 10 we ran aground on a mud bank but refloating, passed islands and at long last heard the faint blast of a locomotive whistle. Five miles further on we passed under a gigantic railway bridge, and two hours later, pulled into the Battleford shore in a heavy wind storm

Hauling up our heavily laden canoe we climbed the precipitous embankment of the traffic bridge and clambered over its fence to the roadway. There we met the elderly policeman, Mr. Prince. He greeted us cordially and hurried his son off to notify the mayor of our arrival. While waiting for his honor we unloaded our canoe and deposited the latter on a small island. Here we were attacked by Myriads of Mosquitos and I suffered agonies as these winged fiends thrust their tiny daggers into my already tortured flesh.

Hospitable Mayor

During our three day's stay in Battleford we were the guests of Mayor Atkinson, at whose hospitable home we enjoyed the comforts of civilization and the companionship of his large family. Nothing was too much for these delightful people to undertake on our behalf, For instance Mayor Atkinson's good wife treated my injured arms and by the simple remedy of vaseline and corn-starch they were soon healed and I was able to visit the places of historic interest around the city.

Our first visit was to the old barracks buildings which are perched on a hill commanding a clear view of the river and the country for miles around. Here, during the rebellion, the whites from the surrounding districts had flocked, obtaining sanctuary within the stout stockade. Many of the buildings we found to be in an excellent state of preservation but the old stockade has long since vanished. The powder magazine is still in good order and I was amazed, on entering to find a large number of artillery shells and quantities of empty rifle cartridges, while scores more were buried beneath the mud floor.

I would like here to suggest that the Federal and Saskatchewan provincial governments could to advantage preserve this historic place. With little expenditure its stockade and rifle loopholes could be replaced and it would become a show-place for the many visitors who pass through Battleford in holiday time. Upkeep would be but trifling and might be met by a small admission fee which I am sure visitors would willingly pay. It seems to me a pity that so little has been done to preserve to Canada the historic reminders of the Reil rebellion.

During my visit to the barracks I conversed with the mayor's father-in-law. He was a member of the original garrison and stood sentry duty in the old stockade. To me he recalled the day when a band of painted Indians galloped to a small blurr on the opposite side of the river. Dismounting, they started to reconnoitre. Here the veteran chuckled reminiscently, and said: "It was but a few minutes before they were streaking off on their cayuses with the rattling crash of a shell bursting at their heels. We were never troubled again, although there was a big fight at Cut Knife Creek and the Indians held the ascendancy for some six weeks."

It was in Battleford that we met a full-blooded Indian, direct descendant of Sitting Bull. Mr. Heneker—that was his name—strange to relate, wears the cloth and collar of a minister of the Church of England. Most interesting it was to hear this member of another race, quiet in manner and dignified in bearing, tell to an open-mouthed gathering of white men the Indian version of the story of the Garden of Eden, as it was known, to the original reds long before the coming of the first white man.

In the shadows of night, near the poplars of Eight-Mile lake, his powerful figure silhouetted against a background of carmine created by the flames from a large camp fire he told the story in perfect English and, strange as it may seem, his tale was amazingly similar to the accepted Biblical version as we know it.

Indian Legend of Eden

Space will not permit the recital of the complete story but to me, the first few lines were outstanding in their quality. Just as he told it the tale opens thus:

"The great Manitou after making the world created one Indian man and one Indian woman. They were happy and contented, spending their days in fishing and hunting and with a wigwam to shelter them at night. They had two sons and their happiness was wonderful to behold. One day, however, the husband began to see that all was not well with his wife. She took hardly any notice of him and absented herself from her wigwam for long periods. As this went on day after day the husband's anxiety grew and his suspicions became aroused. At last he decided to follow his wife to see where she went and for what purpose.

"After a long walk, in the course of which he had to conceal himself many times in order that his wife should not perceive she was being followed, he saw her approach a large tree. In the middle of the tree was a hole and before this hole his wife stopped and commenced to chant a love song. Instantly there appeared a snake which writhing, fell to the ground; another and another followed until he counted more than a score. Horrified, he stared incredulously at the scene, his wife the while fondling the reptiles and allowing them to twine their shining coils around her waist and throat. In torment the husband rushed back to his wigwam where, seizing a stone axe he awaited his wife's return and then struck off her head. The head rolled rapidly away, but the children thinking it a beautiful round stone followed in the direction it had taken."

Whether the children ever returned or whether the husband by his act of anger found himself bereft of both wife and sons I do not recall, but to me the tale was amazing. The story of the first unfaithfulness and the first homicide—much as our own Biblical version has it but in very different form, I found myself pondering that the Indians of the past, though heathens, must have possessed a certain spirituality of their own combined with a firm belief in a Divine Being.

Our departure from Battleford fell on that supposedly most ill-omened of all days, "Friday, the 13th," and it certainly lived up to its evil reputation. Despite the ominous clouds gathering on the horizon and portending bad weather we felt we could not disappoint the many citizens who had gathered on the bridge to see us depart and bid us "Bon Voyage." However, coincidence played us a curious prink, for but 45 minutes after our departure we drove into a blinding rain and soon were in the midst of a severe and dazzling electric storm. How we ever managed to negotiate a tortuous and narrow channel leading to a wider stretch of river I can't attempt to say. The shrieking gale blew direct in our faces, piling the river water into great rollers six or seven feet in height. Soaked to the skin, we strove desperately to keep our little canoe head to the wind but once a sea caught us abeam, sweeping away a small mast on to which two pennants were attached and filling our craft with water to a depth of two or three inches. At times, so violent was the lightning that we could almost feel its heat. Thoroughly frightened we at last managed to bring our canoe to a small island where, but four or five miles from Battleford and with the roofs of the barracks buildings still in sight, we made one of the most miserable camps of our journey. As all our belongings were sodden with water we were for a long time unable to make a fire and when we did the mosquitos commenced to sing their song of horrid warning. Driven desperate by them, we crawled into our sleeping bags, pulled the flaps over our heads and nearly suffocated, prayed for dawn.

Upon a rain soaked landscape the sun rose smiling but the mosquitos were still to be reckoned with. We lighted two smudges but their attacks were so persistent that they drove us out of our camp breakfastless. Getting into our canoe we paddled for a few miles to Maymont Ferry, where, after drying our clothes and cooking our breakfast we learned from the ferryman that a man and two horses, the night before, had been electrocuted within two miles of our late camp.

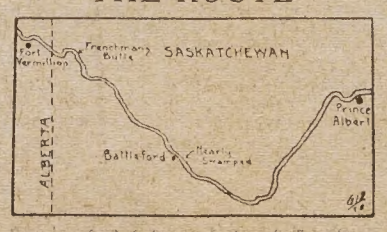
After leaving Maymont the river narrowed, and we began to make excellent time. A huge bend in the river's course caused it to take a north easterly direction and for the first time we saw fox and deer. The scenery was also very beautiful, great trees lined the river banks and wonderfully shaped little islands dotting its surface offered excellent camping grounds.

Turning a bend on the river, larger than usual, we sighted on the right bank some curious structures that looked like light houses. On nearer approach we discovered them to be the watch towers or look outs of a great penitentiary. Here, we washed and shaved, while still in the canoe, during which time an interested penitentiary guard took in all our movements with the help of a pair of powerful binoculars. We afterwards learned that more than 85 per cent of the penitentiary's inmates are foreigners who have come to Canada from central and southwestern Europe.

After completing our toilet and waving farewell to the guard, we hoisted the Canadian Jack to an improvised mast and paddled the last mile to the Prince Albert firehall at a very fast clip.

Children standing on the banks called a shrill welcome and we felt contented and happy when we realized that the first 750 miles of our journey had been completed in less than 17 days.

THE ROUTE

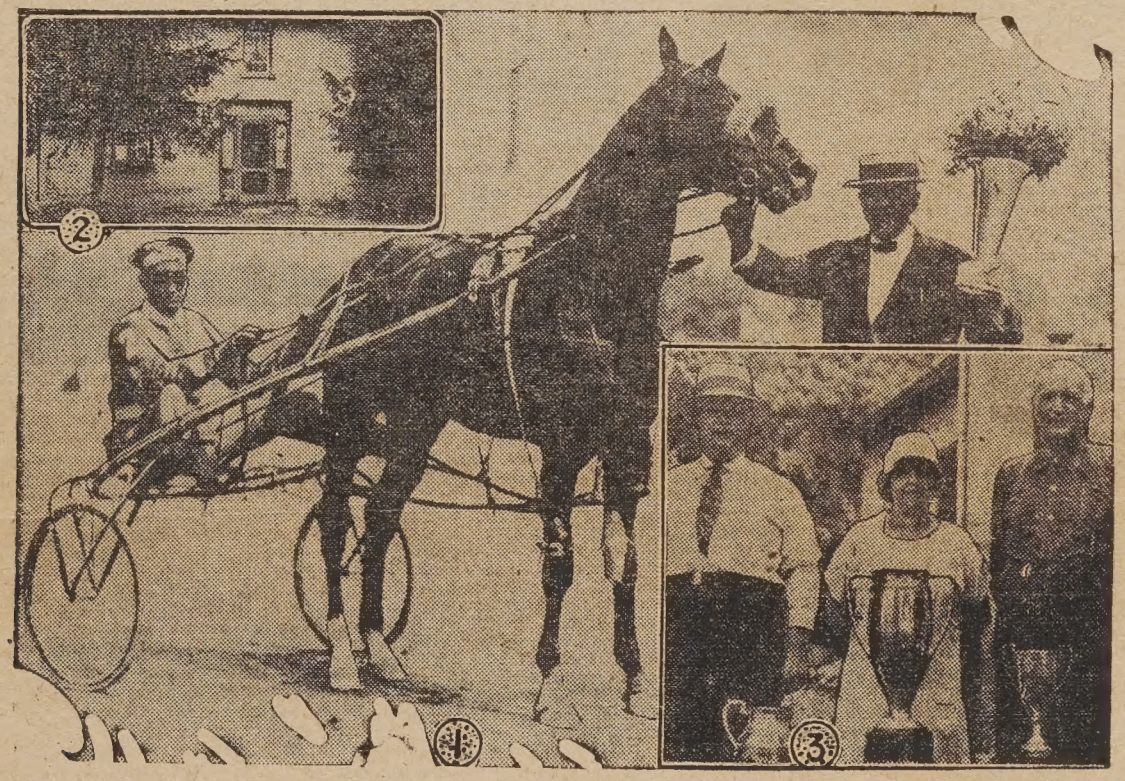


This little map shows the route followed by John Nolan and Robert Copeman from Fort Vermilion to Battleford.

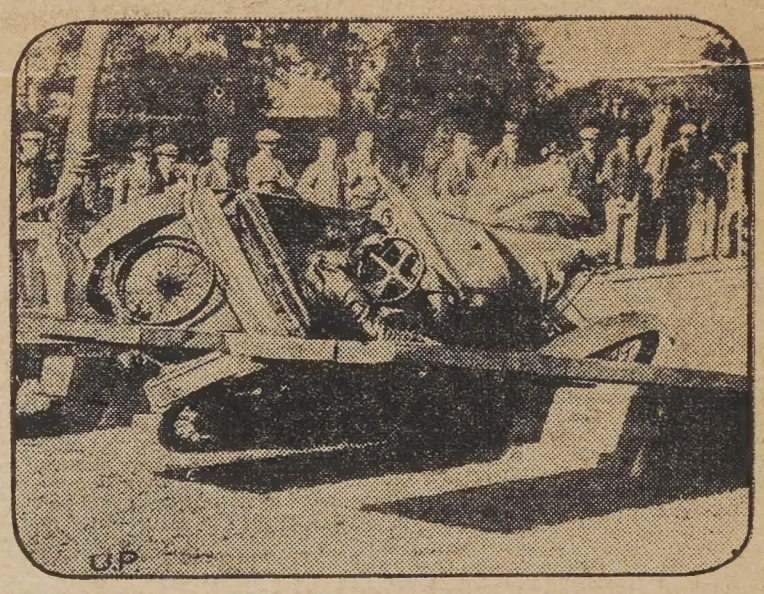
AS SEEN THROUGH THE CAMERA LENS

Here is the crew of the New York, the ship on which Commander Richard E. Byrd will sail to the South Pole where he will spend two years studying weather conditions. All the men are experienced sailors and many of them have made previous journeys to the Arctic and Antarctic.

Bert Hassell (left) and Parker Cramer (right) who attempted a flight from Rockford, Ill., to Sweden, making a stop in Ontario. They flew in the plane Greater Rockford, landing on the desolate coast of Greenland where they were discovered after many days.



. Grattan Bars, world's champion pacer, was originally bought by his present owner with some cattle for $10 and is now winning numerous trophies and prizes. Fred Thrower of Kerwood (which is near London, Ont.), has refused offers which run around $100,000 for the pacer. No. 1 picture shows Grattan Bars' owner receiving the Reno pacing derby cup and the purse of $25,000 at Kalamazoo, Michigan, recently. No. 2 shows the Thrower homestead at Kerwood. No. 3 picture shows Fred Thrower, owner of Grattan Bars, his wife and father at the old homestead with the Page Derby $25,000 race cup won at Toledo, and some of the lesser trophies.



This looks like a dangerous accident, but it is only one of the participants in a comedy motor show riding backwards into an obstacle. It was a feature of what London calls its "gymkhana," a show staged by the London Ladies' Motor club for charity.

Lieut. Commander Ronald Neil Stuart, the first Canadian in the imperial forces to gain the Victoria Cross during the world war, who has been appointed a commander in the royal naval reserve. The deed for which Stuart won the V.C. was not fully disclosed, but it was officially stated it was for his services in action against German submarines.

Part of a party of 150 young men, many of whom received instructions and training at the British government farms at Claydon and Brandon, Norfolk, aboard the Canadian Pacific liner Montcalm on their way to Canada to take up farm work.

MRS. DIANA STRICKLAND, a big game hunter, returned to London a few days ago after an adventurous 5,000-mile trip across Africa in a motor car. One thousand miles of the journey, which extended from Dakar in French Senegal, to the Red Sea, was completed alone, as her mechanic, Mr. T. Perry, had to return to England through illness, and the other member of the party, Mr. Fernig, died of blackwater fever.

A steel worker pauses in the midst of his job to take luncheon and enjoys a glass of milk while he is 44 stories in the air, working on what will be a New York skyscraper.

It Took Two Weeks to Go From Edmonton to Calgary

James Sutherland Tells of "Riding" Prairie Schooners

How it took him two weeks to journey from Calgary to Edmonton by prairie schooner in 1884—a feat now performed by aeroplane in two hours—was related to the Journal by James Sutherland, president of the Northern Alberta Pioneers and Old Timers' association, at the Memorial hall banquet Friday evening.

Back in 1884, when Calgary was the end of steel, came James Sutherland with his parents from Truro, N. S., bound for Edmonton, when this city was a Hudson Bay fort. A true son of Nova Scotia and a descendent of Old

James Sutherland of Namao, president of the Northern Alberta Pioneers and Old Timers' association.

Scotland. Soon after arriving here, he took up a homestead at Namao, twelve miles north of the city.

In Other Days

Not more than half a dozen stores were here altogether then, and the "city" only extended from 96 to 99 street. East of the Alberta hotel stood Brown and Curry's store. And where Archibald's Drug store now is, Ross Bros.' flourished. The Hudson's Bay company was deemed to be outside the city limits.

When James Sutherland "struck" Edmonton, most of the inhabitants were prospectors; and many a tale does he relate of the days when men searched for gold at the foot of the rainbow. But all this was before Edmonton was depleted by the Klondike rush of 1898. "Who fears to speak of '98!" In those days, too, mail from Calgary came only twice a month.

The following year, 1885, Donald Alexander Smith, later Lord Strathcona, drove the last spike in the Canadian Pacific railway at Craigellachie, B. C., and Canada from coast to coast was joined by a ribbon of steel.

Railway Service

When James Sutherland arrived in Edmonton, forty-five years ago, cabins and shacks in the winter time and tents in the summer, was the accepted order of things. In 1891 the Calgary and Edmonton "C. and E." line, began to function between these two points. The service was bi-weekly and ran into Strathcona station. Later this line was merged with the C. P. R. Similarly, the Edmonton, Yukon and Pacific ran a service as far as the low level bridge. This was some time later, however.

Since his arrival in Edmonton, James Sutherland has never ceased to be a resident of Namao, a tiller of the soil, and a homesteader to wit. He is 53 now and still unmarried. A member of the Kiwanis club, the board of trade and Edmonton exhibition board, this is his second term as president of the Northern Alberta Pioneers and Old Timers' association, an organization with nearly a thousand members.

To be eligible for membership one has to be a resident of Alberta since 1895; or five years earlier in the case of Manitoba province. Many of the old timers served in the northwest at the time of the Riel Rebellion. And not a few bear honorable scars as a reminder of other days.

Though hardly an old timer as years go, James Sutherland has always evinced a keen interest in civic affairs or some time, too, Retaoinn affairs. For some time, too, he was reeve of the municipality of Sturgeon and a member of the school board at Namao for a number of years. In less than a quarter of a century he has seen Edmonton develop from a comparatively unimportant town into a magnificent city.

You may set it down as a truth which admits of few exceptions that those who ask your opinion really want your praise.—O. W. Holmes.

WESTERN DIVISION. July 8th, 1929.

CROP REPORT

Based on Agents' Reports for the Week Ending July 6th.

DISTRICT NO. 1. Weather - mostly clear and warm. Precipitation - showers throughout the district, not more than 1/2 inch of rainfall. Growth and Development - wheat from 15 to 36 inches high. Fall rye and winter wheat greatly improved by recent rains, the crop will be light. Wheat heading out and making wonderful progress. Damage - slight damage by cutworm and grasshopper. Crops that were damaged by wind in the early part of the season have made wonderful comeback. General Conditions - very good.

DISTRICT NO. 2. Weather - mostly clear and warm. Precipitation - light showers throughout the district, not more than 1/2 inch of rainfall. Growth and Development - wheat from 15 to 30 inches high, heading out and making rapid progress. Damage - nil. General Conditions - excellent.

DISTRICT NO. 3. No Elevators.

DISTRICT NO. 4. Weather - warm with showers. Precipitation - showers only. Growth and Development - wheat from 10 inches to 24 inches high; coarse grains 6 inches to 18 inches. Damage - general damage by wind, cutworm and grasshoppers would appear to average about 5%. General Conditions - crops are making good progress. Thatcher wheat reported headed with other crops coming into head. General Conditions - good.

DISTRICT NO. 5. Weather - mostly clear and warm, with heavy rain July 1st. Precipitation - 1/2 inch to 1 inch. Growth and Development - wheat 15 inches high, coarse grains 10 inches high. Damage - Munson root rot 10%. Wayne slight hail damage. General Conditions - very good.

DISTRICT NO. 6. Weather - mostly clear and warm. Precipitation - from 1/2 to 1 inch of rainfall throughout the district. Growth and Development - wheat from 18 to 30 inches high, heading out and making rapid progress. Damage - slight damage by wind and cutworm, not more than 5%. During the past week the following districts have had considerable hail damage: Carstairs to Olds to Swalwell, from 30 to 60%; Gleichen and Cluny about 30%. (These percentages include the previous hail damage). General Conditions - good.

DISTRICT NO. 7. Weather - clear and warm with showers and rain last week. Precipitation - 1/2 to 1 inch. Altario and Compeer 1 3/4 inches. Growth and Development - wheat 16 inches high, in the shot blade; coarse grains 12 inches. Damage - slight cutworm damage. Slight hail damage Lougheed, Hardisty and Amisk General Conditions - very good.

DISTRICT NO. 8. Weather - mostly warm and partly cloudy with showers and rain Saturday and Sunday. Precipitation - 1/2 to 1 1/2 inches. Growth and Development - wheat 16 inches, in the shot blade; coarse grains 12 inches. Damage - slight cutworm damage at Ardley and Delburne. Slight hail damage Bowden, Ardley, New Norway, Edberg. General Conditions - very good.

DISTRICT NO. 9. Weather - mostly clear and warm. Precipitation - from 1/2 to 3/4 of an inch of rainfall throughout the district. Growth and Development - grain from 10 to 24 inches high. Wheat heading out and making rapid progress,. Damage - nil. General Conditions - very good.

Days Gone By

In Edmonton

From the files of the Journal of January 4, 1905—A clothing firm advertises that in order to keep its promises to reciprocate with its patrons for past favors, it offers these prizes: For the team hauling the heaviest load of coal from any mine, to be weighed on the town scales, a $10 suit of clothes; second, a $2.50 cap; third, a $1.75 pair of mitts. The same prizes are offered to farmers for the largest load of hay, from two miles out.

From the files of the Journal of February 4, 1913—A. Morrison, a Peace River settler, near Dunvegan, has returned to Edmonton after spending two seasons in the north. His notes with regard to stopping places on the way out may be interesting: At Cold Springs, man and team $2; Albert Brick's, $1.75; Peace River Crossing $2.50; Mr. Keith's, Little Prairie, $1.75; Bear Head, bunk and team, 75 cents, no meals provided; Heart River, team and bunk, 50 cents; Grouard, man and team, $1.75. At intervals along the shores of Lesser Slave lake are bunk houses at 50 or 75 cents per night; at Sawridge, team and bunk 75 cents, meals 50 cents; Mirror Landing, 25 cents, hay sold; Moose Portage, bunk and team, 75 cents; Alec Howe's, same; next stage brings the traveler to Athabaska Landing, back to civilization, typified by the railroad.

In Canada

Historic Freight Received

Winnipeg Board of Trade, Celebrating Fiftieth Birthday, Received First Shipment Over Hudson Bay Railway—Consists of Stone from Walls of Fort Prince of Wales.

ANTICIPATING the day when a torrent of ocean-borne freight from Europe and the eastern Coast of America will pour into Winnipeg over the famous Hudson Bay Railway, the first all-rail shipment from Churchill was delivered in the prairie capital on the evening of Friday, April 19th, to Duncan Cameron, president of the Winnipeg Board of Trade, in the midst of festivities celebrating the fiftieth anniversary of that organization.

The historic delivery was made by a uniformed official of the Canadian National Railways, who announced its arrival in a loud voice and demanded from Mr. Cameron a properly-signed receipt before a distinguished gathering numbering over 600 members and guests. Some of the latter had come from as far away as Montreal, Regina, Duluth, and St. Paul, for the express purpose of joining the Winnipeggers in their jubilee celebration.

Important Men Present

Numbered among the guests were Sir William Clark, newly appointed British Trade Commissioner for Canada. Sir Daniel McMillan, Manitoba's first K.C.M.G., her lieutenant-governor from 1900 to 1906, and one of the pioneer business men who had gathered together half a century ago to organize the Board of Trade; Hon. J. D. McGregor, lieutenant governor of Manitoba to-day; Sir Charles Grant Robertson, of Birmingham, Eng.; P. S. Heintzlman, United States Consul-General in Winnipeg, Hon. John Bracken, Premier of Manitoba; and E. T. Dunning, vice-president of the Duluth Chamber of Commerce.

Precious Historical Relics

The precious package, which was handed into the safe-keeping of Mr. Cameron, contained two pieces of brick made by hand by the soldiers of Britain two centuries ago, when Manitoba's destiny hung in the balance, together with a piece of stone, relics of the fortress at Churchill, Fort Prince of Wales, whose defenders two hundred years back flung defiance to a hostile world. The shipper of the package was Major J. G. MacLachlan, engineer in charge of construction for the Hudson Bay railway, and it was consigned to the Winnipeg Board of Trade. The shipment was routed via the Hudson Bay railway to The Pas, care of the Canadian National Railways. The waybill was dated April 9th, 1929, and its serial number was One. The initials and numbers of the car which carried the package to Winnipeg were CNR431250. It was a prepaid shipment whose weight was given as fifty pounds. The signature acknowledging its safe delivery was made, amid loud applause by the large gathering which recognized the historic nature of the proceeding they were privileged to witness.

Traffic Manager's Letter

Heralding the notable shipment was the following letter signed by Mr. W. G. Manders, freight traffic manager of the Canadian National Railways, and addressed to Mr. Duncan Cameron, President of the Winnipeg Board of Trade:

"In my absence, which I regret business conditions have made necessary, I write to offer the Board of Trade my heartiest congratulations, and to wish my fellow members many happy returns. It *is* an event when any organization celebrates half a century of life. It is a greater event when that half century is as replete with incident and accomplishment as that which has marked the life of the Winnipeg Board of Trade.

"It seems desirable that any event of this kind should be celebrated in a distinctive manner. So, as a birthday gift from the Canadian National Railways, I am sending this package, which is the first authentic piece of freight shipped over the Hudson Bay railway from Churchill to Winnipeg. It has been regularly billed, and the president will be asked to sign the freight delivery certificate. Thus it becomes, in a sense at least, an historical object which I hope may be considered worthy of your museum. Should this be so, I will be happy to provide a suitably engraved plate to be set in it.

"The article is not beautiful, but in a sense it typifies the strength and character of the land from which it came. It is a stone from the walls of Fort Prince of Wales, on the opposite side of the harbour from Churchill. Begun in 1733 and completed in 1747, Fort Prince of Wales was, until demolished in 1782, one of the strongest forts on the continent. Its 46 cannon, 33 of which lie among its ruins, dominated Manitoba's first seaport. Almost 200 years ago the clang of the gunsmith's hammer echoed across the harbour of Churchill as he fixed the cannon in their places on the

Precipitation at points in Crop District No.8 for the period since last report up to 7 a.m. July 10th, Humboldt .16; Melfort .76.

No.9 North Western

Growth since last report has been good to excellent in most parts of the district and crops present a good healthy appearance with prospects reported very good. About 65 per cent. of the wheat has reached the shot blade stage and 15 to 20 per cent. is in head. There are a considerable number of grasshoppers in evidence at some points in the district but they have been held in check by cool weather and poisoning and damage is not extensive. About 65 to 70 per cent. of the summerfallowing is completed. Moisture conditions are good to excellent in most parts of the district although a good rain would be welcome in the Shellbrook and Lloydminster areas. Live stock and pastures are in good condition.

Precipitation at points in Crop District No.9 for the period since last report up to 7 a.m. July 10th, Prince Albert .34; Battleford .59; Lloydminster 1.22.

BETTER OFFER FOR RAILWAYS NOW RECEIVED

Revision Would Mean Alberta Relieved of Big Interest Charges

Premier J. E. Brownlee announced in the legislature on Monday afternoon the receipt of an amended joint offer for the purchase of the Edmonton, Dunvegan and British Columbia and Central Canada Railways from the Canadian National Railways and the Canadian Pacific Railway.

By the terms of the new offer the two companies agree to assume the burden of interest on the full amount of $8,000,000 agreed to be paid for capital stock and properties, commencing Jan. 1, 1929.

By the original offer the interest on the $8,000,000 for capital stock and properties was to be paid for at $1,000,000 commencing July 1, 1930, and an additional $1,000,000 each year thereafter.

By this it will be seen that a considerable saving would be affected to the province in interest charges although the actual offer of $8,000,000 remains the same.

Speaking about the offer Premier Brownlee said he was tabling the correspondence so that the members could be informed at as early a date as possible and that he would table any reply to his wire forwarded upon receipt of the new offer as soon as it was received.

The Premier said he was expecting a further communication regarding the Alberta and Great Waterways railway before action would be dealt with in the house.

Text of Offer.

Below is the text of the offer received Monday:

Montreal, March 10, 1928.

Hon. J. E. Brownlee,
Prime Minister, Edmonton, Alberta.

Dear Sir:

We have today received your letter of March 5, a copy of which was telegraphed to us on that date.

The purpose of our companies making a joint proposal was to avoid the unsatisfactory situation which would result from competitive bidding and because the obligations to be assumed were so heavy as to make it desirable they should not be divided and because the area to be served and developed is so extensive.

In no other way can the Peace River district enjoy the advantage of one line haul from all points in Alberta and Canada.

Plan Will Work

Joint operation gives no difficulty and the Edmonton, Dunvegan and Central Canada Railways, if acquired will form an integral part of the systems of both companies.

While the operating results of both northern railways show a distinct improvement, they do not reflect the results that may be always expected and are materially assisted by the favorable nature of the terminal arrangements under existing agreements.

We appreciate that if the companies are not acquired now the matter of their acquisition is likely to be postponed indefinitely and while we regard our previous offer as fair, we would be willing to amend it providing that interest on the full amount of $8,000,000 agreed to be paid for capital stock and properties should commence Jan. 1, 1929.

We are also prepared to undertake that during the next five years, 100 miles of branch lines and extensions will be constructed, including the 40 miles mentioned in our previous proposal.

We are not able to define the exact location of these lines, but they will be constructed where most needed to advance settlement. We must ask you to regard this offer which has received the approval of the Federal Government, as our final proposal.

Signed
H. W. Thornton,
E. W. Beatty.

The following reply was sent by Premier Brownlee to both Sir Henry Thornton and E. W. Beatty:

Edmonton, Alberta,
March 12, 1928.

E. W. Beatty, Esq.,
President,
C.P.R., Montreal, Quebec.

Have received joint telegram, dated 10 inst, on behalf of Canadian National and Canadian Pacific railways with further offer purchase Edmonton, Dunvegan and British Columbia Railway and Central Canada railway.

In our prevoius interviews and communications we have urged our desire to dispose of Alberta and Great Waterways if we dispose of other northern lines.

In our letter March 5 we informed you that offer received was Canadian National for purchase of the A. and A. and G.W. could not be considered in light of earnings during last three years.

In order that the executive council and the legislature may have full information when considering your wire of March 10, will you kindly advise if any further offer with respect to Alberta and Great Waterways will be made.

J. E. Brownlee.

Minister's Reply

The following is the text of a letter sent by Hon. V. Smith to Sir Henry Thornton and President Beatty following the debate on the joint offer in the legislature a few weeks ago:

We have had under consideration your joint offer of the 16th January for the purchase of the E.D. & B.C. Railway and the Central Canada railway, and have had the advantage of a very full discussion in the legislature.

Although in the course of our negotiations the question was raised as to the advisability of a joint conference for the purpose of considering the feasibility of joint purchase and operation, on account of certain objections no such conference was held. We have not been informed of the basis of agreement apparently reached by yourselves with respect to the many matters that must inevitably arise in the development of the transportation requirements of a new territory. We therefore wish to make it clear that we have not as yet agreed to the principle of joint acquisition or operation of these provincially owned railways.

Having regard to certain obvious disadvantages of joint operation, we would only consider such a proposal if it could clearly be shown that it offers decided advantages either by way of purchase price or development over offers made by either of your companies. A comparison of your joint proposal with the terms indicated to us by your respective companies does not show any such advantage in either direction.

We have been very much disappointed in the terms suggested in your offer. The report of the Railway Department shows an operating surplus of $275,667.90 for the year 1927. With the improvement in the condition of the road, resulting from the capital expenditures of last year, together with the rapid development in the Peace River country, there is every prospect that our surplus will be considerably increased this year.

As under the terms of your offer you only assume interest charges amounting to $388,900 until July 1, 1930, our immediate interest burden is not relieved to any appreciable extent. It is inconceivable that the continued expansion of this territory after 1930 would not afford increasing returns exceeding the interest on $1,000,000 per year which you agree to assume after that date.

We cannot see therefore that your offer presents any inducement to justify us in parting with an asset of such potential value.

In our various interviews with you we have repeatedly urged that offers for the purchase of these lines should not be based solely upon their earnings as separate railways, but from their value as feeders to a transcontinental system. With the larger operating revenues resulting from the long haul rates on commodities coming from or going into the Peace River territory the Canadian National Railways must have enjoyed a profit last year considerably in excess of the operating surplus earned by our Railway Department. We are confident that, considered from this viewpoint, your companies could asquire and operate the lines on the basis recently dsicussed with you in Montreal with such a small operating loss for the next few years as would be wholly insignificant compared with the future which this territory offers.

We have also indicated that we would not agree to sell these provincial lines and continue the Railway Department to operate the remaining line, the Alberta and Great Waterways. We were not consulted and therefore cannot be said to have consented to any arrangement you have reached as to which company should make an offer for that line. We think we should here indicate, however, that the offer received from the Canadian National Railways for this railway is, in the light of the operating results of the last three years, one which we cannot seriously consider.

We think we should further indicate that it has been strongly urged, both in the press and by speakers in the legislature that your offers do not sufficiently indicate what development plans your companies would be prepared to undertake within the next few years.

Attached hereto is a copy of the resolution recently passed in the legislature. You have, no doubt, been informed of the nature of the discussion of this resolution. We thought we should indicate our views to you before finally declining to entertain any proposal for joint acquisition or operation, in order that, in the light of the discussion in the house, and having regard to the report of the railway department for last year, you might indicate if you care to amend your joint offer in any respect.

Having regard to the fact that our legislature will probably close on or about March 15, may we respectfully request that you favor us with an early reply.

Yours very truly,
Vernor W. Smith,
Minister of railways and telephones.

To Sir H. W. Thornton, President, C.N.R.
E. W. Beatty, K.C., President, C.P.R.

STRIKES DECLARED ILLEGAL

Employees and Others Must Must Refer Their Grievances to the Minister of Labor.

Ottawa, March 24.—The Act for the preventing of strikes and lockouts makes it unlawful for any employee to go on strike on account of any dispute prior to or during a reference to the Board of Conciliation and Investigation, to be appointed under provisions of the Act or prior or during a reference, under provisions concerning railway disputes in the Concilence and Labor Act.

Before conditions of employment regarding wages or hours can be altered, employers and employees must give thirty days' notice of the intended change. The penalty for an employee striking contrary to the Act is a fine not less than ten dollars nor more than fifty dollars for each day or part of day on strike, and for persons inciting an employee to strike, not less than fifty dollars nor more than one thousand dollars.

Whenever any dispute exists, the employer or employee may make written application to the Minister of Labor for the appointment of a board, or in case of railway disputes, the dispute may be referred for the purpose of conciliation and investigation under Conciliation and Labor Act. The board consists of three members appointed by the Minister of Labor, one recommended by the employer, one by the employee, and a third, who shall be chairman, named by the members so chosen. If either party fails to recommend a member within five days after being requested by the Minister to do so, the Minister will appoint the members. Members must not have pecuniary interest in the issue of dispute, and attendance of witnesses may be enforced and evidence taken on oath and books, papers, etc., may be called for.

The penalty, if witness fails to appear, is not exceeding one hundred dollars. Counsel or solicitors are not allowed to be heard without the consent of the parties interested. Proceedings shall be public unless otherwise determined by the board.

The board's report and recommendations to be made to the Minister and published in the Labor Gazette.

A HOPELESS JOB

NAW - THAT'S SI SLOCUM'S CLOTHES LINE
ISN'T THAT ONE OF THE NEW LINES?
I'VE EXAMINED THE GROUND THOROUGHLY AND I CAN'T SEE ANY SIGNS OF A NEW LINE
I CAN'T EVEN SMELL A NEW RAILROAD
SNIFF SNIFF
SAUER

Hunting for Sifton Guaranteed Railroads in Southern Alberta.

10,000 PEOPLE

Dense Crowds Swarmed Into Station on Saturday Afternoon

Crowds estimated at over 10,000 inspected the new C.N.R. station on Saturday afternoon, after it had been officially opened by Lieut. Gov. Egbert. For two and a half hours, they thronged the main lobby, gallery and various offices, while all expressed their pleasure and satisfaction with the general layout.

Ideal weather conditions prevailed, and hundreds were present when the official party arrived for the opening at 2:30 o'clock. The salute to his honor was first played by the Canadian National Pipe band, under Pipe Major Arthur Miller.

Traces Progress

Standing on the steps in front of the station, Vice President Hungerford made a short address in which he referred to the development which had resulted in the erection of the new station. It was the hope to make enlargements from time to time as they become necessary, thus keeping pace with the development of the city and northern Alberta. He then handed the golden key to his honor.

After a few remarks in declaring the station open Lieut. Gov. Egbert then turned and opened the door with the golden key. His honor then entered, accompanied by Mr. Hungerford, Mr. Kingsland, general manager of the western region, W. A. Brown, general superintendent, J. E. Nelson, Edmonton superintendent, and other officers who escorted him on an inspection of the building.

Thousands Attend

Behind the official party came thousands of citizens, all eager to see the new building and they made a thorough inspection of all the spacious floors and modern equipment. Officials were on hand to give full information concerning the different offices.

From the time of the opening, there was a steady stream of people entering the building while the jam made it difficult for one to make progress in getting around the rotunda. All sections were thoroughly inspected, while probably the finely equipped restaurant drew as much admiring comment as anything else. It was stated that this was the best fitted up dining section of any station on the C.N.R. system.

RAILWAY OFFICERS LUNCHEON GUESTS

Board of Trade Does Honor to C. N. R. Officials

Prominent representatives of the government, the judiciary, and of the business, professional and social life of the city gathered at a luncheon held in the Macdonald hotel at Saturday noon, when the council of the Edmonton board of trade were hosts to the officials of the Canadian National railways visiting the city. Owing to the fact that the opening of the new C. N. R. station was scheduled for 2:30 p.m., the proceedings were brief. F. W. Doherty, president of the board of trade, was chairman, and welcomed the visitors.

Along with Vice President S. J. Hungerford were W. A. Kingsland, general manager western region; Robt. Creelman, passenger traffic manager; W. G. Manders, freight traffic manager; C. A. Cunningham, superintendent of Canadian National express; Walter Pratt, general manager of the Canadian National hotel system; A. S. McLean, general superintendent of hotels; W. A. Brown, general superintendent for Alberta and H. A. Dixon, regional engineer.

WILLIE WILLIS

By ROBERT QUILLEN

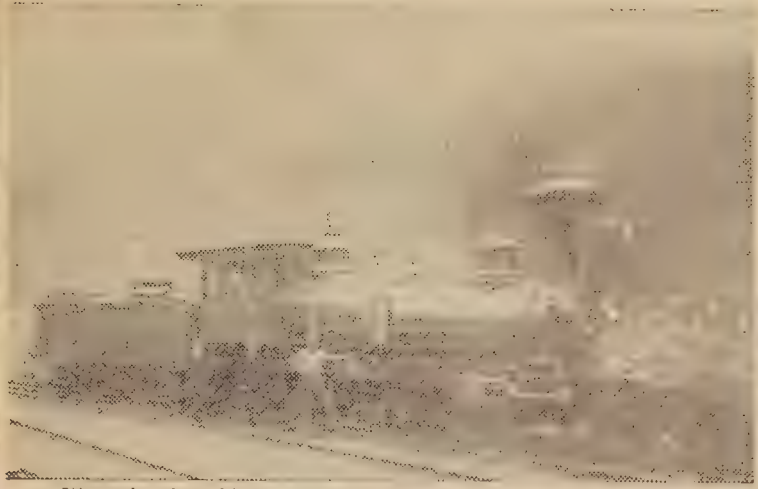
"I had some gum, but I stayed with Grandma last night an' come off an' left it stickin' under one of her kitchen chairs."

PREPARING FOR NEW BANK OPENS

Nov. 23. 1936.

THE VANCOUVER SUN —*Vancouver's*

Pioneer Locomotive



It's only the old-timers who will recall when engines like this puffed their way toward pioneer Vancouver. This one, No. 73, is shown at Rogers Pass, Donald, B.C., in Sept., 1887.

The late Arthur Denman is shown at the right of the three men standing, with an oil can in his hand. Conductor McKay stands next him.

The picture wins a dollar for O. C. Cummings, Penticton, B.C., engineer in the Kettle Valley Division of the C.P.R., who sent it to The Vancouver Sun's Old Time Picture Contest. Owing to the large number of pictures on hand no more are being accepted at present.

THE RAILMAN'S SECTION

Veteran Engineer

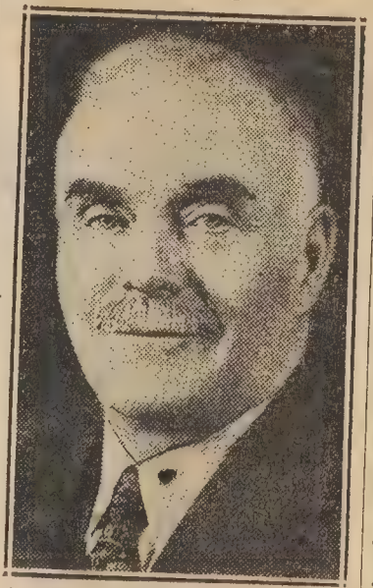
Thirty years ago Friday the first Canadian Northern passenger train from Winnipeg arrived in Edmonton, with Engineer George Caldwell, now a veteran, at the throttle. On the following day the train was returning to the east.

While the "president's special" had arrived earlier, the train which Engineer Caldwell brought in was the first regular passenger from the east. He was at the throttle of engine 128, now a baby in comparison to Engine 6056 which he handles at the front end of C.N.R. fliers Nos. 1 and 2 between Edmonton and Edson.

When Engine 128 pulled into Edmonton there was a big crowd on hand to welcome the passengers who crowded the coaches.

With Engineer Caldwell were Fireman Charles Munroe, Conductor J. W. Clarke, Brakeman Choate and Copp, and Baggageman Harrington.

As far as he knows, Engineer Caldwell is the only one of that original crew still working on the railway. He had brought the train through from North Battleford, stopping en route at Lloydminster to have the fire cleaned out and add fuel. Nowadays there aren't any delays like that one.



Engineer George Caldwell brought the first regular C.N.R. passenger train arriving in Edmonton from Winnipeg, into the station here 30 years ago Friday. He now is at the throttle of C.N.R. fliers between Edmonton and Edson.—Photograph by Gladys Reeves.

place from October 31 to November 2, the co-ordination committee

am quoting the first article, was

Journal Friday 29th 1935.

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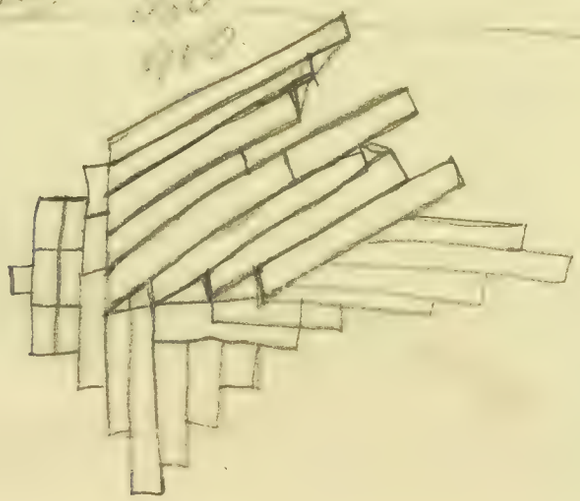

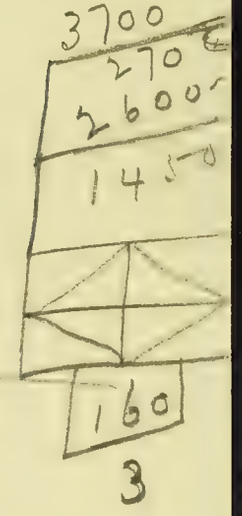

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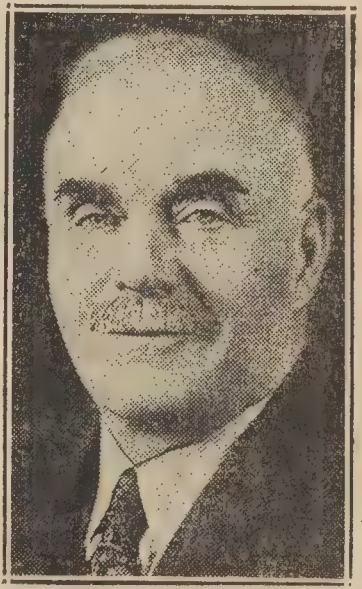
Veteran Engineer



Engineer George Caldwell brought the first regular C.N.R. passenger train arriving in Edmonton from Winnipeg, into the station here 30 years ago Friday. He now is at the throttle of C.N.R. fliers between Edmonton and Edson.—Photograph by Gladys Reeves.

From Journal Nov 30th 1935

The gain in the imports of crude petroleum was less than [illegible] the total in September was 127,018,000 gallons. The imports of crude rubber, mainly used in the manufacture of tires, were 3,594,000 pounds compared with 6,304,000 in August.

A considerable drop was shown in the amount of contracts awarded in the month under review. The total was $14,743,000 as compared with $23,837,000 in August. The decline was much greater than normal for the season. A drop was also shown in the building permits issued in 61 cities, the total in September having been $3,323,000 as against $4,293,000 in the preceding month. The construction index consequently dropped from 69.8 in August to 52.1 in September. The gain in carloadings was less than normal for the season, the total in September being 220,584 cars compared with 196,923. The index, after seasonal adjustment, declined from 72.1 to 69.6. The external trade in both divisions was at a lower level than in August. The adjusted index for imports was 77.6 in September against 80.5 in August. The index of exports dropped from 100.3 in August to 92.7 in the month under review.

Relation of Prices of Farm Products and Consumers' Goods

In the chart appearing on page three is shown the post-war relationship between the wholesale price of consumers' goods and the price paid to the farmer for his products. Significantly enough, when this chart is superimposed upon that of the business index, the periods of higher prices for farm products correspond roughly with the periods of greatest industrial prosperity. From this might be deduced the conclusion that increased purchasing power for the farmer is the surest key to prosperity. Agriculture is thus the key industry of Canada -- as the farmer prospers, so does Canada.

The price of consumers' goods represents roughly a "cost of living" line to the farmer and any deficiency between his cost of living and his income or price paid for his products necessarily results in a lowering of the farmer's standard of living and a reduction in his normal purchasing power.

Canadian National Railway's New Ci

HUNGERFORD OF C.N.R. IS HOST TO 300 CITIZENS

Vice - President Explains National Road's Plans for Expansion

More than 300 attended the complimentary banquet given by the Canadian National railway management in the Macdonald hotel Saturday evening in commemorating the opening of the new station. S. J. Hungerford, K.C., acted as toastmaster.

The chairman pointed out that five years ago it was realized that the railway facilities in this city had been outgrown by the traffic to be handled and at the same time the city recognized the need of improving street traffic conditions for its citizens by the provision of subways under the railway lines, at strategic points, and inasmuch as the construction of these facilities required co-operative effort between the city and the railways, negotiations to the desired end were instituted with thoroughly satisfactory benefits to both parties, Mr. Hungerford declared.

Impressive Toast List

The toast to "Canada" was proposed by the Hon. Perren Baker and responded to by Lieut. Gov. Wm. Egbert. "The Province of Alberta" was proposed by K. A. Blatchford, M.P., East Edmonton, and responded to by Premier Brownlee.

Mr. W. A. Brown, general superintendent for Alberta, proposed the toast of the city of Edmonton, to which Mayor A. U. G. Bury replied.

The toast to Ireland was proposed by Hon. J. F. Lymburn, to which His Grace Archbishop O'Leary responded. Mr. W. A. Kingsland proposed the toast to the Edmonton Board of Trade and Mr. F. W. Doherty responded. Mr. John Blue proposed the toast to the Old-Timers and Mr. John McDougall replied.

"The erection of such a building, in itself, is not important, but as an indication of the growth of railway transportation in this district, making improved and enlarged facilities of the kind necessary, it is of great significance," declared S. J. Hungerford, K.C., vice-president of the Canadian National railways, who presided at the banquet.

Record of Progress

"The railways' records display an impressive story about the enormous growth of railway transportation in this district, during the comparatively short space of 22 years since the Canadian Northern entered the city, and no doubt many of you here tonight can fully appreciate from personal observations the extent of this growth. Probably no part of the world is dependent in greater degree upon railway transportation than the Prairie Provinces of Canada, and nowhere is this fact more generally recognized by the people and nowhere do the people take a more sympathetic and friendly interest in the railways that serve them. It is safe to say that no community in this land can develop and prosper to the same extent without railway service, and, as you know, there is a constant urge toward the construction of new lines. Beyond question, the railway mileage in Western Canada will have to be greatly added to in the future to meet the reasonable needs and requirements of an increasing population, but having regard to past history, care must be exercised in this direction, if the construction of lines unnecessarily in advance of real requirements and resulting in heavy, unjustifiable fixed charges and deficits are to be avoided. The dark period in this respect was reached during the early years of the war, when a great mileage of railways was completed without a corresponding increase in population to provide traffic for such lines. This condition produced what was popularly referred to at the time as the railway problem. Fortunately the railway situation all over the Dominion has, within the past few years, become much less of a problem and it is not too much to hope that if the present tide of immigration continues and business activity remains at the present high level there will, in a few years, be no railway problem at all, as the gross revenues of the railways are steadily expanding and at a faster rate than the increase in population. It is an interesting fact that the average use of railways transportation per capita has been constantly increasing. In railway parlance, the ton mile is the unit of measurement for freight traffic and it is interesting to note that in the year 1907, the revenue ton miles per head of population in Canada were 1,836, and that this figure had grown in 1926 to 3,638 revenue ton miles per head of population, so that the average citizen is now shipping twice as much freight as he did twenty years ago. This, to me, indicates two important facts:—

"First, that the average production per head of population in respect to goods to be transported, is steadily growing, due, no doubt, to the larger employment of machinery and mechanical power, better facilities, improved organization and superior methods. The other is that as a result of this increasing production, the revenues of the railways will increase somewhat faster than the population of the country.

Wait and See

"We are frequently asked how soon the Canadian National railways will be fully self-supporting from a financial point of view. This is a question that is quite impossible for anyone to accurately answer as there are various factors involved which are entirely beyond the control of the railway management, such as freight and passenger rates, labor and material costs, the rate of development of new lines and facilities, and business activity within the country. Suffice it to say that present net earnings are now generally sufficient to pay the interest upon all securities in the hands of the public. If the volume of traffic continues to grow as at present, still more satisfactory results may be expected, as it is usually possible to handle a larger volume of business at somewhat lower unit cost.

"Amid all of these variable and largely uncontrollable factors, the management of the Canadian National railways can only endeavor to develop the property to as high a physical condition and provide as good train service as is justified by the volume of traffic on each section; to operate the railway with all reasonable economy; and altogether, make the Canadian National a satisfactory and useful instrument in the upbuilding of this great Dominion, and these are our objectives.

Toast to "Canada"

"First on the toast list stands 'Canada,' our country, in whose progress as a whole, we are all most vitally interested. It has been said that the twentieth century belongs to Canada and I am sure most of us share the opinion of those authorities who look for a continuance and broadening of present prosperity which has been built upon expanding foreign and domestic trade, the diversification of agricultural pursuits, and the development on a large scale, by both Canadian and foreign capital, of our wealth of natural resources.

"This great province, through the extent and fertility of its soil, its enormous coal deposits, timber and other natural resources, together with a delightful climiate, constitutes one of the great hopes for the future of the Dominion. As a matter of interest I might say that transportation statistics show that Alberta produced in 1927, more railway tonnage per capita than any other province. Alberta's average was 15.7 tons, against Ontario, which ranks second with 15.2, and an average for the Dominion of 11.3 tons per capita. To put it another way, Alberta, which at June 1st, 1927, according to the department of interior estimate, had a population of 617,000, or 6.48 per cent. of the total of the Dominion, produced in 1927, 9.04 per cent. of the country's total railway tonnage.

Two-Fold Object

"This function was arranged with a two-fold object: First, to celebrate the opening of our new station and more particularly to celebrate the growth of railway traffic in this district that made its erection necessary, and, second, to afford an opportunity for Canadian National Railways officers to express to you our deep appreciation of that generally sympathetic and co-operative interest which you have displayed toward the Canadian National Railways and to which is due, in considerable measure, any success that these railways have attained.

"I am sure you all share with me the regret I feel at the inability of Sir Henry Thornton to be here with us tonight. We, of the Canadian National Railways' family, have come to believe that any event of this character connected with the railway, is incomplete without the presence of our president, and chairman, and the inspiration of his always amusing, interesting and instructive address. Sir Henry looks forward with pleasant anticipation to each trip to Western Canada and in this particular instance he had a special interest in being here and I know that he was keenly disappointed when he found he could not come.

History of Railway

"From a certain point of view, the opening of the new station, today, constitutes the sixth important event in the transportation history of the city. The first was the construction of the Calgary and Edmonton Railway into what was then known as Strathcona, now part of the city. The second was the construction by Mackenzie, Mann and Company, of that little line of railway from Strathcona across the Saskatchewan river into the city proper, under the high sounding name of the Edmonton, Yukon and Pacific railway, and although this railway was of small proportions, it served a very useful purpose for a number of years. The third and one of the most important events was the entrance of the Canadian Northern Railway from the east, passenger service from Winnipeg being inaugurated on December 17, 1905, when, I am informed, there was something of a celebration such as this.

"No doubt many of those present, including a number of the railways' officers, were here at the time and can relate more about the occurrence than I am able to do. Then followed the entrance of the Grand Trunk Pacific, the construction of the very fine high level bridge across the river, and the erection of the C. P. R. station Lastly, we have the opening today of our new station to provide for greatly increased traffic.

Additions Planned

"Some of you have had an opportunity already to look over the new station and you may judge for yourselves as to whether it is suitable for the immediate requirements of this important centre. I might explain that while the present structure is of relatively modest proportions, it is so designed as to permit of considerable enlargement in the future, whenever traffic requirements make such enlargement necessary or desirable. Our ultimate plans contemplate an additional wing toward the east in which the dining room, lunch room, kitchen and store-rooms will finally be located, and the removal of these facilities from their present location will then provide substantial additional space in the concourse. The building is also designed and constructed in such a way as to permit of additional storeys being added to both the main building and the express, mail and baggage wing. By such additional storeys provision will be made for the extra office accommodation that will be needed to house the larger office force which will certainly be required here as the business of the railway increases. Provision is also made in the plans for an undertrack passageway leading from the main concourse, which will provide means by which passengers may pass between the station and trains without crossing any of the tracks and it is likely that this very convenient feature will be constructed at an early date.

Attractive Site

"Situated as it is, at the end of the downtown portion of 100th street, the new station occupies a prominent position in the city and it is our intention to make the immediate surroundings as attractive as possible by means of lawns, shrubs and flowers, so that this new development will add something to the beauty of the city."

PROVINCETOWN, Mass., March 19—The two-masted fishing schooner Yankee, of Boston, which was driven ashore in this harbor yesterday, was free again today after having been pulled off a sand bar by the naval tug Mallard.

HIS HONOR OPENS NEW DEPOT

Lieut. Governor Egbert with the golden key used to open the new C.N.R. station Saturday afternoon. At the left of the picture is S. J. Hungerford, vice-president Canadian National Railways, and at the right is W. A. Brown, superintendent of the Alberta district.

in Actual Operation Today

BUSINESSMEN BUY FIRST TICKETS AT NEW STATION

The importance of Edmonton as a distributing and trading center is illustrated by the picture above, taken at 6:45 Monday morning when the ticket office at the new C.N.R. depot opened for business and found a queue already lined up. The five shown in the picture, reading from left to right, are: Bruce Flavin of C. W. Boon and company, R. Schurman of the Toledo Scale Co., R. W. Armstrong of Willard's Chocolates, Cline Webb of H. H. Cooper, Ltd., and S. G. Caldwell of the Todhunter Coffee Co. They were all going out on their week's trip, and all are members of the executive of the Alberta Development Board, northern section.

SPEAKERS LAUD C.N.R. AS OPENING OF DEPOT IS FITTINGLY MARKED

City and Government Officials Join with Others in Praising Erection of Fine Station—Banquet Given by Railway Was Well Attended

Celebrating the opening of the new C.N.R. station in a blaze of glory, three hundred guests, fully representative of official, business and professional life in this city and province, attended the banquet given by the railway management at the Macdonald hotel on Saturday night. The national spirit was the dominant keynote throughout the proceeding while speaker after speaker showered congratulations upon the C.N.R. for providing a passenger station was a credit to both city and province.

That construction of a new subway on 97 street would be the next step, was one of the significant statements by S. J. Hungerford, vice president of the C.N.R., who presided at the banquet. He stated quite definitely that it is the intention of the railway management to faithfully fulfil all of its obligations under the agreement made with the city. This agreement provides that a new subway is to be built on 97 street in 1929.

Toasts are Drunk

The toast to "Canada" was proposed by Hon. Perren Baker, minister of education, and responded to by Lieut.-Gov. Egbert. That to the "Province of Alberta" was proposed by K. A. Blatchford, M. P. for east Edmonton, while the response was made by Premier Brownlee. W. A. Brown, general superintendent of the Alberta division C.N.R., proposed "The City of Edmonton," to which Mayor Bury responded. The fact that it was St. Patrick's day was fully recognized, Hon. J. F. Lymburn proposing "The Emerald Isle" with His Grace Archbishop O'Leary making the response.

Next came the toast to the Edmonton board of trade, the proposer being W. A. Kingsland, general manager of C.N.R. western lines, while President F. W. Doherty responded on behalf of the organization. Lastly was the toast to the Old Timers, which was proposed by John Blue, while a dean of pioneers in the person of John A. M.Dougall made the response. During the evening, solos by Miss Violet Cummings and Larry Smith of the C.N.R.'s

(Continued on Next Page)

TON AND DISTRICT

SPEAKERS LAUD C. N. R. AS OPENING OF DEPOT IS FITTINGLY MARKED

(Continued from Preceding Page)

local freight department, were given in fine style and loudly encored.

Officials Present

In addition to the speakers, those at the head table included Hon. George Hoadley, Hon. O. L. McPherson, Hon. V. W. Smith, Walter Pratt, general manager of C.N.R. hotels: W. G. Manders, freight traffic manager, C. N. R. lines; Robert Creelman, passenger traffic manager; H. A. Dixon, chief engineer from Winnipeg.

Vice President Hungerford, in his opening address, said the function had been arranged with a two-fold object, firstly, to celebrate the opening of the new station and more particularly to celebrate the growth of railway traffic in this district, making it necessary to erect the new buildings; secondly, to afford an opportunity for Canadian National Railways officers to express their deep appreciation of the generally sympathetic and co-operative interest which had been displayed towards the C.N.R. and to which was due, in considerable measure, any success that these railways have attained.

Regret Thornton Absent

"I am sure you all share with me the regret I feel at the inability of Sir Henry Thornton to be with us tonight," said Mr. Hungerford. "We of the C.N.R. family have come to believe that any event of this character connected with the railway is incomplete without the presence of our president and chairman and the inspiration of his always amusing, interesting and instructive address. Sir Henry looks forward with pleasant anticipation to each trip to western Canada and in this particular instance he had a special interest in being here and I know he was keenly disappointed when he found he could not come."

Mr. Hungerford read the following telegram from Sir Henry: "Will you kindly express to our friends at the dinner tonight my keen regret that I could not be in Edmonton with you to participate in the opening of the new station. When the plans for the opening were made, I anticipated no difficulty in going west this month but later found that the special parliamentary committee on the Canadian National railway estimates would be sitting about this time and that I could not be far away from Ottawa without disrupting the work of the committee and thereby delaying to some extent the progress of parliamentary affairs.

To Assist Progress

"The management of the Canadian National railways is glad that is has been possible to provide Edmonton with station facilities in keeping with the importance of the city and I take this opportunity to add that the Canadian National desires to keep pace with the growth of Edmonton and the teritory tributary to it and to do everything in its power to promote the welfare and prosperity of the city and district," said Sir Henry's telegram.

Lieut. Gov. Egbert extended a warm welcome to the officers of the C.N.R., adding that this railway is giving a splendid service to the country today. He traced the history of railway development in Canada with the resultant heavy investment, while it was evident that greater facilities would be required. The north country would have to be opened up and people were looking to the railway companies to extend there so as to get the produce out to available markets, said his honor.

Proposing a toast to "The Province of Alberta," K. A. Blatchford, M. P., expressed his pleasure with the new station which was a credit to the city, the railway and the province, while it was also an Edmonton-made depot.

Only the Beginning

"Today is only the beginning of things," declared Premier Brownlee, responding to the toast to the province. He said the province had passed through the period of testing and was now emerging upon high ground, while it was now necessary to build with a view to the future. Referring to the E.D. & D.C., the premier said he believed that the opening up of the great north country would be one of the greatest developments in the history of the province. He congratulated the city and railway on the opening of the new station, while it was significant of the important part played by railways in the development of a city or province.

Vice President Hungerford observed that transportation statistics showed that Alberta in 1927 produced more railway tonnage per capita than any other province.

Alberta In Lead

"Alberta's average was 15.7 tons," said Mr. Hungerford, "against that of Ontario which ranks second with 15.2 and an average for the dominion of 11.3 tons per capita. To put it another way, Alberta, which at June 1, 1927, according to the department of interior estimate, had a population of 617,000 or 6.48 per cent of the total of the dominion, produced in 1927 9.04 per cent of the country's total tonnage."

Resounding applause greeted W. A. Brown, general superintendent of the Alberta division, C.N.R., when he rose to propose the toast to the city of Edmonton. Giving figures on local progress, he said the traveling time between Edmonton and Winnipeg was now 25 hours as compared with 42 hours when the service was inauguarted. In one month last summer, 58,000 passengers had been handled by C.N.R. trains operating from this city. There had been courtesy and co-operation given by business men and city officials at all times, said Mr. Brown, who predicted that the city will have a population of 100,000 within the next ten years.

Mayor Pays Tribute

Mayor Bury, in responding to the toast to the city, voiced his pleasure over the opening of the fine new station, this being fresh evidence of the progressive development in particular of the C.N.R. He paid a tribute to the management of the C.N.R. which had lived up to the letter and spirit of its agreement with the city in a most striking manner.

Evidently in fine form, Archbishop O'Leary made a fine response, tinctured with flashes of humor, in replying to the toast of "The Emerald Isle." He declared St. Patrick was the patron of all railways, having established stations of enlighenment and culture, while his remark that no train could leave the station without carrying two green flags evoked a roar of applause. He declared that all owed a great deal of gratitude to Sir Henry Thornton, and extended a warm welcome to the visiting C.N.R. officials.

Wholesome Confidence

Relationships with the Edmonton board of trade had always been cordial and helpful, said W. A. Kingsland, proposing the toast to that body. For the future, he foresaw no reason for any change of attitude; urged a continuation of the wholesome confidence that had existed.

Development and activities of the board of trade were traced by President F. W. Doherty, who also referred to the good results of the campaign to encourage settlement in this part of the province. He said the board was ready and willing to co-operate with the railways in any project that was for the good of the city and province.

On eloquent tribute to the pioneers of the west was paid by John Blue, who declared Canada would be great in the future because of her greatness in the past.

Debt to Railway

In replying, John A. McDougall declared that western Canada owed everything for its development to the railways, while the rapid date of progress since the early days was amazing. He said northern Alberta should never forget what it owed to McKenzie and Mann, great railway builders, for their vision of the future and their enterprise. Mr. McDougall told of the absence of transportation facilities in the early days and declared that the old timers had no doubt been a distinct service to the country.

Following the banquet, the officials left to attend the employes' dance at the station. At midnight, they left on the special C.N.R. train for the east.

Vice President Speaks

Mr. Hungerford, during his address, said in part as follows:

"Some of you have had an opportunity this afternoon to look over the new station and you may judge for yourselves as to whether it is suitable for the immediate requirements of this important centre. I might explain that while the present structure is of relatively modest proportions, it is so designed as to permit of considerable enlargement in the future, whenever traffic requirements make such enlargement necessary or desirable.

"Our ultimate plans contemplate additional wing toward the east in which the dining room, lunch room, kitchen and store rooms will finally be located and the removal of these facilities from their present location will then provide substantial additional space in the concourse. The building is also designed and constructed in such a way as to permit of additional storeys being added to both the main building and the express, mail and baggage wing. But such additional storeys, provision will be made for the extra office accommodation that will be needed to house the larger office force which will certainly be required here as the business of the railway increases.

Under Track Passage

Provision is also made in the plans for an undertrack passage way leading from the main concourse, which will provide means by which passengers may pass between the station and trains without crossing any of the tracks and it is likely that this very convenient feature will be constructed at an early date.

Situated as it is, at the end of the downtown portion of 100 street, the new station occupies a prominent position in the city and it is our intention to make the immediate surroundings as attractive as possible by means of lawns, shrubs and flowers, so that this new development will add something to the beauty of the city.

The erection of such a building, in itself, is not important, but as an indication of the growth of railway transportation in this district, making improved and enlarged facilities of the kind necessary, it is of great significance.

The railway's records display an impressive story of the enormous growth of railway transportation in this district, during the comparatively short space of 22 years since the Canadian Northern entered the city and no doubt many of you can fully appreciate from personal observations the extent of this growth.

Depend on Railways

Probably no part of the world is dependent in greater degree upon railway transportation than the prairie provinces of Canada and nowhere is this fact more generally recognized by the people and nowhere do the people take a more sympathetic and friendly interest in the railways that serve them. It is safe to say that no community in this land can devolop and prosper to the same extent without railway service and, as you know, there is a constant urge toward the construction of new lines.

Beyond question, the railway mileage in western Canada will have to be greatly added to in the future of meet the reasonable needs and requirements of an increasing population, but having regard to past history, care must be exercised in this direction, if the construction of lines unnecessarily in advance of real requirements and resulting heavy unjustifiable fixed charges and deficits are to be avoided. The dark period in this respect was reached during the early years of the war, when a great mileage of railways was completed without a corresponding increase in population to provide traffic for such lines. This condition produced what was popularly referred to at the time as the railway problem.

Fortunately the railway situation throughout the dominion has, within the past few years, become much less of a problem and it is not too much to hope that if the present tide of immigration continues and business activity remains at the present high level, there will, in a few years, be no railway problem at all, as the gross revenues of the railway are steadily expanding and at a faster rate than the increase in population.

It is an interesting fact that the average use of railway transportation per capita has been constantly increasing. In railway parlance, the ton mile is the unit of measurement for freight traffic and it is interesting to note that in the year 1907, the revenue ton miles per head of population in Canada were 1836 and that this figure had grown in 1926 to 3638 revenue ton miles per head of population, so that the average citizen is now shipping twice as much freight as he did twenty years ago.

Production Increasing

This, to me, indicates two important facts, first, that the average production per head of population in respect to goods to be transported, is steadily growing, due, no doubt, to the larger employment of machinery and mechanical power, better facilities, improved organization and superior methods. The other is that as a result of this increasing production, the revenues of the railways will increase somewhat faster than the population of the country.

We are frequently asked how soon the Canadian National railways will be fully self-supporting from a financial point of view. This is a question that is quite impossible for anyone to accurately answer as there are various factors involved which are entirely beyond the control of the railway management, such as freight and passenger rates, labor and material costs, the rate of development of new lines and facilities, and business activity within the country.

Better Results Soon

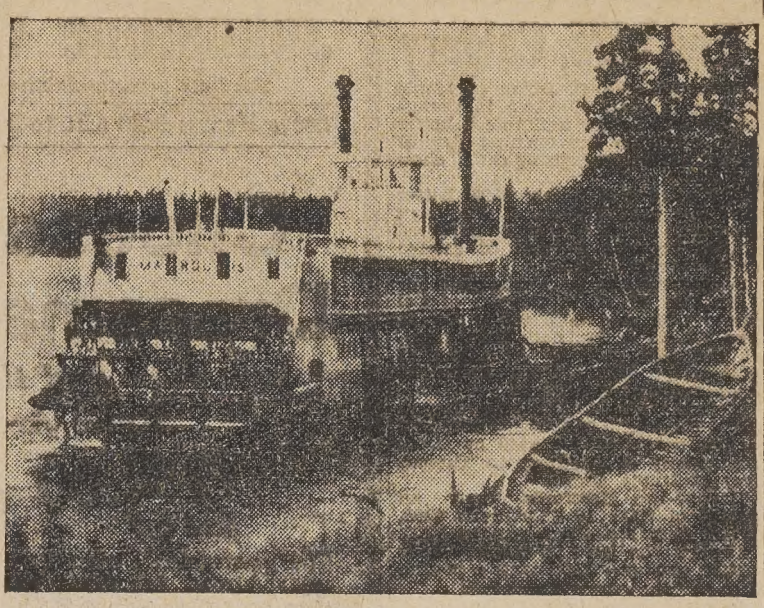
Suffice it to say that present net earnings are now generally sufficient to pay the interest upon all securities in the hands of the public. If the volume of traffic continues to grow as at present, still more satisfactory results may be expected, as it is usually possible to handle a larger volume of business at somewhat lower unit cost.

Amid all of these variable and largely uncontorllable factors, the management of the Canadian National railways can only endeavor to devolop the property to as high a physical condition and provide as good train service as is justified by the volume of traffic on each section; to operate the railway with all reasonable economy; and altogether, make the Canadian National a satisfactory and useful instrument in the upbuilding of this great dominion and these are our objectives."

From This Dock West's First Engine Took to Water

SIXTY years ago last month, the first engine ever seen in Western Canada was hauled on the deck of a river steamer at the Moorhead, Minn., dock, pictured above, to be taken to Winnipeg by boat because there were no rails for it to use. Brought to Moorhead under its own steam the engine was taken down to the river bank on a specially built spar and there christened "Countess of Dufferin" by the Countess of Dufferin, wife of the Governor-General of Canada. The picture reproduced above was taken a year later, in 1878. Behind the steamer at the dock several freight cars may be seen on the spar that was first used for the "Countess of Dufferin," Western Canada's first locomotive.

During Steamboat Days on Saskatchewan



This picture was taken during the historic 80's when steamboating was "big business" on the North Saskatchewan river.

Colorful Chapters Created By Boats in West's History

By John R. MacNicol, M.P.

One of the most interesting stories of the development of transportation in Canada, particularly in early northwest Canada, is that of the rise and decline of steam navigation on the Saskatchewan river.

It was while on a trip down the Saskatchewan from The Pas, in 1942, on Thomas Lamb's diesel engine boat The Skippy L, that I obtained first-hand information about and became greatly interested in pioneer days of steamboating on the Saskatchewan. The span of time embraced in the life of Thomas Lamb, presently and for years the well-known trader at Moose Lake, Man., and in the life of his father, of Tisdale, Sask., covers practically all of the period of steamboating on the Saskatchewan.

I had gone down the river to see and inquire into the fishing and muskrat fur resources of the lake and marshes of the Saskatchewan's delta, as well as to inquire into the power resources of the Grand Rapids section of the river.

History of Steamers

Thomas Lamb's 54,000 acre muskrat fur farm, bounded by the Summerberry and Head rivers—Saskatchewan river delta branches—was of great interest, but what thrilled most was Mr. Lamb's history of the exploits of the Hudson's Bay Company's pioneer steamers on the river—the Marquis, Manitoba, Northwest and Northcote—some of which he remembered seeing as a lad and about all of which his father told him.

I determined to dig into the history of these and other Saskatchewan boats. Fortunately, the Hudson's Bay Company's periodical, The Beaver, of July 3, 1943, contained a splendid article from the well-known Winnipeg historian, A. J. Dalrymple. From Mr. Dalrymple's article, and from letters from A. N. Mouat of Victoria, a valued official of the Hudson's Bay Company in steamboating days, and from an article written by Archie Ballantine of Prince Albert, given to me by Robert Barrie, Prince Albert historian, and from the Hudson's Bay Company, Winnipeg, and from several histories of the North West rebellion, and from Howard Stutchbury of Edmonton, I obtained the information contained herein.

The bald, chronological outline of the careers of the historic steamboats of the Hudson's Bay company and of the Galt Coal and Navigation company, of Lethbridge, as gleaned from the above sources of information is as follows:

Wrecked on First Trip

The steamer Northcote was built at Grand Rapids in 1873—I presume at the head of the rapids. Her machinery was made in Pittsburgh. She was 160 feet long. On her first trip up river she was wrecked in Red Rock rapids, east of Cedar lake. The ship was salvaged and rebuilt and, as far as can be ascertained, sailed on up river to Edmonton in 1874-75. Her tonnage was 170.

Her most exciting experience was in May, 1885, when, sailing down the south branch in front of Riel's camp at Batoche, her smoke stacks were knocked down by the cable the rebels had hung across the river and the boat was fired upon by Riel's Indians. However, she reached Hudson's Bay Landing and her smoke stacks being repaired, returned up river in company with the Marquis, both ships arriving at Batoche, May 12, 1885, the day Maj.-Gen. Middleton captured Batoche.

After the battle, the Northcote, the Marquis and the Northwest and the smaller boats of the Galt company transported units of Maj.-Gen. Middleton's troops to Prince Albert, Battleford and Edmonton, and, at the close of the rebellion, down stream to Grand Rapids.

In the late 80's, after 10 years and more service on the river between Edmonton and Grand Rapids, the Northcote was beached at Cumberland. Her huge wood-burning boilers lie there on shore to this day.

The Lilly, built in England for use on the Nile, was shipped to Grand Rapids in sections and put together in 1877. This boat was wrecked east of Medicine Hat in 1883.

Wrecked and Abandoned

The Northwest, brought up from Fargo, first sailed on the Saskatchewan in 1874. Breaking from her mooring at Edmonton in high water in 1886, or shortly after, she was wrecked and abandoned. The Northwest was a large, powerful steamer and resembled the Marquis.

It is said that the hull of the Marquis was built in Winnipeg and was towed up the lake to Grand Rapids. At that historic village an old-timer told me that the hull was inched directly up those formidable rapids by cable and capstan. It must have been a slow and hazardous task. Her machinery was installed at the head of the rapids, four miles or more up river. The Marquis was 202 feet long, 33 feet beam, seven-foot hold, and had a capacity of 700 tons.

She was completed in the winter of 1881-82 and continued sailing on the river for several years, playing an historic part in the 1885 rebellion, and she was beached at Prince Albert in the late 80's, where for years she was an interesting spectacle of bygone glory. Today, all that remains is a few of her hull oak ribs, buried in moss and grass, and the giant shaft of her powerful stern wheel.

I have no record of when the Manitoba commenced her Saskatchewan river trips, but before sailing on the Saskatchewan she sailed on the Red river, probably hauling freight to Winnipeg from Emmerson or further south, and on occasion wangling her way up the Assiniboine to old Fort Ellice.

She was wrecked by the ice break-up in the spring of 1885 at her winter moorings at the mouth of the Sturgeon river, five miles west of Prince Albert.

The Baroness and Minnow and Alberta, it is said, belonged to the Galt Coal and Navigation company. I believe all served in the Northwest Rebellion. Being smaller boats than the Hudson's Bay Company's steamers, their histories are not as well written in the records.

Ran Down Rapids

The Alberta is said to have been the only steamer which ever ran down Grand Rapids. Having myself gone up and down the lower two miles of Grand Rapids, I'll venture that the mad race of the Alberta down through the limestone palisades of the Grand Rapids where the great river narrows to 1,500 feet and makes a rushing roar like that of the mighty Niagara below her incomparable falls.

What an experience those on board the Alberta on that wild ride endured could never be forgotten as long as, in the Indian language of the delta country, "The sun shines and the river flows down to the sea." Having ascended Grand Rapids in a power boat myself to near the place where the great river narrows and bursts through the limestone canyon with a mighty untamed roar to the lower but wider reaches of the lower rapids, I cannot conceive how the Alberta escaped total destruction.

In due course, the advent of the railways to the main ports on the river put through steamboating on the river out of business. The government had made no real move to eliminate the difficulties of the several rapids which developed in the river, particularly in low water, or the sand bars which shifted back and forth across the river. Until 1910, no official suggestion was made to overcome, by locks and canal, the necessity of trans-shipment of freight from lake boats at Grand Rapids, over a tramway, to river boats at the head of the rapids, and thus shipping from Winnipeg to Edmonton and intermediate river ports died out.

Was Laurier Plan

On July 14, 1910, Rt. Hon. Sir Wilfrid Laurier, speaking at the opening of St. Andrew's locks in the Red river north of Winnipeg, said:

"We have opened the Red river up to Lake Winnipeg, and it now remains for my friend, Dr. Pugsley, to open the Saskatchewan river from Edmonton to Winnipeg. I am glad to say that my friend, the minister of public works, is already at this work. He has engineers in the field surveying the Saskatchewan river, and before many years are over, I hold that we shall witness such a thing as has been witnessed today, that is to say, the opening of navigation of the Saskatchewan river up to the city of Winnipeg and if God spares me, and if the grace of God and the will of the people keep me where I am, I am sure that I shall see the day when a barge laden with coal at Edmonton, nay at the very foot of the Rocky mountains, will be unloaded at Winnipeg, without breaking bulk on the way."

But the vision of river improvement died with Sir Wilfrid for since his day nothing of any consequence has been done except perhaps the building of docks at The Pas which docks, for lack of use and repair, have gone into decay. And also, in 1912-13, during the construction of the south half of the abandoned Prince Albert power dam at La Colle rapids, 26 miles down river from the city, provision was made for a ship lock.

Perhaps if power development comes to a head during post-war construction on the Saskatchewan, the dame required for reservoirs and power would be equipped with locks and then through provision of ample water, steamboating may again return to the Saskatchewan to provide for what would be the greatest inland tourist water route in the world: Winnipeg to historic Rocky Mountain House and return.

RECEIVED BY QUEEN

LONDON. — Her Majesty the Queen Tuesday received at Buckingham palace two officials of the St. John Ambulance association commandery in Canada. They were Allan T. Lewis and W. J. Bennett, both of Ottawa, lieutenant and commissioner respectively.

GEM TODAY and THURSDAY

Playing Continues From 1 p.m. to 11:30 p.m.

ROY ROGERS in

"THE SONG OF NEVADA"

Also "Henry Aldrich, Editor"

PROVINCE AND CITY WILL BE REPRESENTED

Lieutenant Governor Will Head Guests of National Railway

The first train into the new Canadian National station will be the first out. After the events of today, the building will be quiet Sunday, and it will open for business early Monday morning. The Continental Limited from Vancouver—"No. 2"—will be the first train to arrive, due at 6:40 a.m., and, leaving at 7:10, it will be the first to depart from the new terminus.

The railway will begin to move into the new offices on the second floor, Monday.

Host to 300

S. J. Hungerford, of Montreal, vice-president of the National system, who reached the city Friday night, will be chairman at the banquet in the Macdonald hotel Saturday evening, when he will be host to 300 of Edmonton's prominent citizens. Hon. Perren Baker, provincial minister of education, will pledge Canada, and the response will be made by His Honor, Dr. William Egbert, Lieutenant-Governor.

The toast to Alberta will be made by K. A. Blatchford, M.P., responded to by Premier Brownlee; and W A. Brown, general superintendent, Canadian National railways, will toast the city of Edmonton. Mayor A. U. G. Bury will reply on behalf of the city. Fred Doherty, president, will speak for the board of trade in response to the toast by W. A. Kingsland, general manager, western region. So that St. Patrick's day will not be entirely swamped in the festivities, Hon. J. F. Lymburn, attorney-general, will propose Ireland and the saint who turned the world green on the 17th of March. The logical man to answer is, of course, Archbishop O'Leary. John Blue, secretary of the board of trade, will remember the old-timers, and John A. MacDougall, former mayor, will speak on their behalf. Miss Violet Cummings and Mr. L. Smith will bring music to the program.

Big Crowd Expected

When Mr. Hungerford arrived Friday night from the Pacific coast, there was a crowd on the platform, and if the eagerness with which the people gazed through the windows as he made his inspection is any criterion, the station will be packed for the official opening this afternoon. Mr. Hungerford will hand the golden key to the Lieutenant-Governor at 2:30 and the doors will be open to the public. Speeches will be eliminated, it has been decided. The building will be open for visitors all afternoon and in the evening it will be given over to the Canadian National employees for their dance.

Mr. Hungerford, who comes to the city especially for the opening, was accompanied by Walter Pratt, General Manager, Canadian National hotels; A. S. MacLean, general superintendent; Judge A. W. Kilpatrick, Detroit; J. H. Kilpatrick, Toronto, and A. E. McDonald, superintendent, Edson. Others who arrived this morning for the ceremony are: John Schofield and John S. Archibald, Canadian National architects; Ben Chappell, superintendent, Saskatoon, and Sheriff Calder, president of the Board of Trade, Saskatoon.

NEW SETTLERS

W I N N I P E G

Week Ended May 26,1927.

CATTLE The run of cattle for the week was considerably plainer and demand for practically all killing classes was restricted. Trading slowed up and prices showed sharp downturns. Little cattle of the Baby Beef order registered the largest decline, being fully 50¢ to $1.00 lower.from $7.00 to $11.00. The general run of butcher steers was 25¢ to 50¢ off: A few were eligible to $10.00 the bulk $8.00 to $9.50. Cow trade was extremely draggy. Best strongweight kinds made $6.50 to $7.00, other decent grades $6.00 to $6.25 and the plainer end from $4.50 to $5.50 were the best sellers. Beef heifers got fair action and were about steady: Suitable kinds made $9.00 to $9.50 and plain and fair $7.00 to $8.00. Canners and cutters made $2.50 to $4.00. Bulls were weaker from $5.00 to $6.50. Stockers and feeders commanded fully steady prices. Good light stocker steers made $6.00 to $6.50 and common to medium $4.50 to $5.50. Light stock heifers sold from $4.50 to $5.25. Feeder steers were scarce from $6.00 to $7.00.

CALVES The Calf market was firm:Good to choice made $9.00 to $12.00 and plain to medium $4.00 to $8.00.

HOGS The hog market was unsettled. Selects opened at $9.85, advanced to $10.00. Bidding closed 25¢ lower on the basis of $9.75 selects and $9.25 thick smooths.

SHEEP Sheep and lamb values were not established due to lack of receipts.

MOOSE JAW

Sales were 200 cattle, 46 calves, 750 hogs and 6 sheep. Through billing consisted of 153 cattle and 566 hogs. Under lighter receipts, trading was quieter Most of the offerings were of plain quality. Top Baby Beef made $11.00. One load of 20 odd handyweight steers and Heifers topped at $10.25, and good to choice made $8.50 to $9.50. Top cows sold at $7.50, good $6.00 to $7.00 and fair $5.50 to $6.00.

All Butcher classes closed 50¢ to $1.00 lower. Top Bulls made $5.25 and good $4.00 to $5.00.

Stores were fairly plentiful but plain. Most offerings sold $3.50 to $4.50. A feww good stockers sold $5.00 to $5.25.

The calf market was a shade stronger. Top Veal made $10.00 and good $7.00 to $9.00.

Hogs opened and closed with selects at $9.75 and Thick Smooths at $9.25. Top Selects made $10.00. All sows closed at $6.50.

A few good weight lambs made $10.00 and heavy sheep $6.00.

LMT:.

THE THIRD PAGE

Independent But Not Neutral

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ROUND THE COUNTRY

STETTLER HAD FIRST FLYING MACHINE

Flying is now commonplace during the present war, and there is no field of scientific progress which has made greater development than aviation. In the war itself, the small bombing machines have given place to superfortresses and even in civil aviation, we can travel to Europe and Asia in a few hours.

Canada is extremely air-conscious, and its skyways are highly developed. There is a round trans-Canada service three times a day, and cross-Atlantic flights have also been inaugurated. Northern Canada will make great strides after the war chiefly through the development of the aeroplane. During the war seven airports have been established between Edmonton and Alaska and Trans-Canada Airways will have a highly developed system of air communication in post-war years.

Looking back over the past few years, we can see that the development of aviation has been outstanding, and far in advance of scientific progress in other fields.

This has been due chiefly to the war. The control of the air has been the first objective of all warring nations, and these nations have gone all-out in bringing aviation to its present high standard. The United States with its enormous physical resources has done the most, but the Commonwealth Air Plan has placed Canada in the forefront among all empire nations. In fact the continent of North America is the home of aviation in its highest sense, having regard to the number of planes manufactured each year and the number of skilled airmen who have been trained to carry on the tradition of their high calling.

Yet back in 1914 at the beginning of the first world war the aeroplane was in its first stages of development, and as far as civil aviation was concerned it was practically non-existent. Undoubtedly many advances were made from 1914 to 1918, but this progress was the result of the compelling necessities of the war itself.

The story of man's conquest over the air is a fascinating one. It is a story of tragic set-backs, of patient endeavor and of blind persistence in the face of seeming overwhelming difficulties. It is the story of men who have taken up the struggle where other men, defeated, have laid it down, and inch by inch have battled on, leaving their partial successes as a heritage to their successors.

France was the first nation to occupy herself with the problem of conquering the air. As far back as 1784, the first balloon made its appearance in that country, and from that year onward both military authorities and scientists busied themselves with the problem of a balloon that could be steered.

The French Government had a standing offer of 200,000 francs for any one who could build a dirigible airship, but the offer was not taken up until 1884 when the French captain, Charles Renard built the airship "Le France," which was an unwieldy and cumbersome contrivance with a motor but it could at least be steered.

In 1899 the first Peace Conference at the Hague discussed the new development in aerial warfare and prohibited the throwing of missles or explosives from these airships for a period of five years, but at the end of that period France had two more airships and one of them "La Patrie" made a remarkable flight over Paris on July 9th, 1906, and attained a speed of 18 miles per hour against the wind. It was about this time that Count Zeppelin also got busy in Germany and built the first zeppelin which attained a speed of thirty miles an hour against the wind.

So the question of flying machines filled the newspapers in those early days, and I suppose that was why the Underwood Brothers of Stettler took the matter up as early as 1906. Elmer Underwood was an inventor of proven ability who had constructed a different kind of plow than that made by the machine companies and one better fitted for our western plains, and he was also an inventor of other farm machinery. It was only natural that his thoughts should turn to the flying machine which was the question of the hour although nothing had been done about it in Canada.

So in the fall of 1906, he started to build his own flying machine, with the assistance of his brother John, who lived with him on the farm east of Stettler. These men worked for several months and by the summer of 1907 they had the machine built, so that it required only the motor.

Building a flying machine was no joke in those days, as they had to make their own blueprints, and work on the principle of trial and error, but these difficulties were nothing compared to getting a proper engine to carry the machine into the air. The fact was that there were no aeroplane engines of any kind on the market, and after getting in touch with the big American factories, Mr. Underwood found that the best he could do was to obtain a motorcycle engine.

After many weeks delay this engine arrived in Stettler in the fall of 1907 and on October 17, 1907, the Independent published the following editorial which explained the situation at that time:

The Flying Machine

"The Underwood Bros. are still hard at work upon their invention, or rather installation of the engine and mechanical parts connected with it and their hope very shortly to make their trial flight.

It has for years become the custom to regard the 'flying machine man' as a crank or a dreamer but the successes of recent years that have attended the efforts of men of brain and ingenuity, has had the effect of convincing the most sceptical that aerial navigation is possible and many who only five years ago ridiculed this mode of travel, are beginning to look forward with some show of eagerness to the day they will be able to bridge space in this manner with every degree of safety.

The simplicity of the design of the Underwood machine, together with its absolute security against "turning turtle" appeals to everyone who has seen it, and these advantages, coupled with the fact that its plane surface is, in proportion to its weight, many times greater than any other machine ever displayed, seems to ensure its ultimate success, though it may be some time before everything is adjusted and balanced so nicely that it will be capable of making an extended flight.

The Underwood machine does not in any particular resemble any other known flying machine and it is more than likely that their invention will succeed; seeing that they have thought out a design of their own, which obviates the difficulties which caused the failures of their predecessors. These facts together with the knowledge that the Underwood family are inventors of a number of devices and machines of marketable value convinces one that above all other things they are practical inventors and not imitators.

Should this machine prove the success its admirers think it will, the name of Underwood, the Town of Stettler and incidentally the Dominion of Canada will attain a degree of notoriety that will engrave those three names on the pages of history for all time."

Unfortunately the Underwood Brothers discovered after they had installed the engine that its power was not great enough to lift their flying machine into the air, so that the trial flight under motor power was never made.

However nothing could daunt the persistence and patience of Elmer Underwood and he decided to make the machine fly anyway, whether under engine power or not. So he constructed a flying platform on the same principle as our present runways, only it was elevated so that the flying machine could start at a high level.

The motive power in this case was a big windlass on which was wound a rope of several hundred yards in length, and a number of trial flights were made on the farm in the late fall of 1907. The flying machine sailed over the trees and continued its flight until it came to the end of the rope.

This may not seem a great achievement to those who know the aeroplane of the present day, but it was remarkable in those early days. For one thing the Underwood machine was not a balloon but a real flying machine with a propellor, built on the principle of the flying darts constructed for children's toys in our own day. It was invented by an amateur of proven natural ability no doubt, but one who had no previous experience and no known information to fall back upon, except in regard to immense zeppelins and dirigible airships.

In conclusion it was the first flying machine built in Canda, and the fact that it did not fly under engine power, was solely due to the impossibility of obtaining a motor that was fitted to the task.

The first aeroplane that flew in Canada under motor power did not arrive until two years afterwards, in the summer of 1909.

———V———

HIT OF LONDON—An amateur show, "Meet the Navy," which has only seven professionals among its 115 performers, is taking in more than £5,000 a week at the London Hippodrome.

Since it was sent over by the Royal Canadian Navy three weeks ago, it has become London's most talked-of musical.

Although Londoners had never heard before of any of its players all dress-circle seats have been booked until the end of the run, and I could not get a stall under ten days.

The show has been booked for nine weeks, but the management think it could easily run for more than a year.—London Express.

———V———

The common nettle now is used in Great Britain to make a special quality paper.

———Λ———

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